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AUTOCAR PROMOTION

RESOLUTELY STYLISH

electrifying to drive

The dictionary defines the word 'resolute' as meaning 'admirably purposeful'. The perfect moniker, then, for the limited-run MINI Electric Resolute Edition. Adding a wealth of special touches to its 145-mile range[1], 0%-80% rapid charging in as little as 36 minutes[2], 270Nm of electrified torque and MINI's go-kart-like handling DNA, it's the ultimate evocation of the all-electric hatchback.

COLOUR ME A CLASSIC

Evoking iconic 1960s MINIs and harking back to MINI's racing heritage, the exclusive eye-catching Rebel Green solid paint option channels the classic Connaught Green used on the original Austin 1100. Or, you can pick Enigmatic Black or Nanuq White.

FIRST-CLASS SEATING

The classic-meets-contemporary Light Chequered cloth upholstery embodies MINI's quality craftsmanship and attention to detail, while the sleek sophisticated dashboard is clad in Resolute design foil, pairing perfectly with the Resolute badges.

DETAILS, DETAILS

The MINI Electric Resolute Edition is covered from head-to-toe in eye-catching exclusive bronze detailing: from Resolute Bronze exterior light, door handle and grille surrounds, to bonnet stripes and door sill finishers.

MINI ELECTRIC

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'This is Ford hitting Dodge over the head with a folding metal chair while the referee is distracted'

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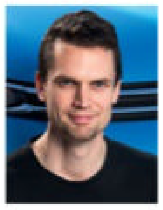
COVER STORY

AUTOCAR IMAGE
VOLKSWAGEN RETHINKS ID 2 AS GOLF EV 4

COMMENT

VW HAS FINALLY SEEN SENSE OVER GOLF NAME



TWO STRATEGIES have emerged with the launch of electric cars. One is for car makers to create a range parallel to existing models with new nomenclatures, as the likes of Volkswagen (ID) and Mercedes (EQ) have done. The other is to offer electric versions of existing models, a strategy the Stellantis brands among others have employed.

The issue with the former is that at some point you have to decide which of those two ranges will prevail long term, which legislation dictates will be the electric range. At this point, you face giving up all brand equity created with names from the past and present.

Golf is perhaps the most famous model name in the automotive world and has far greater meaning and cultural impact than being a badge on a tailgate. Through moving to the ID range, VW was staring down the barrel of this generation of the Golf being the last. And the Golf GTI going with it.

Now, common sense is starting to shine through and there will be a convergence of ID and Golf, allowing the great name to live on (p4). Electric cars are changing so much about the industry, yet unnecessarily throwing away such significant nameplates and replacing them with something so homogenised needn't be one of them.

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NEVER MISS AN ISSUE
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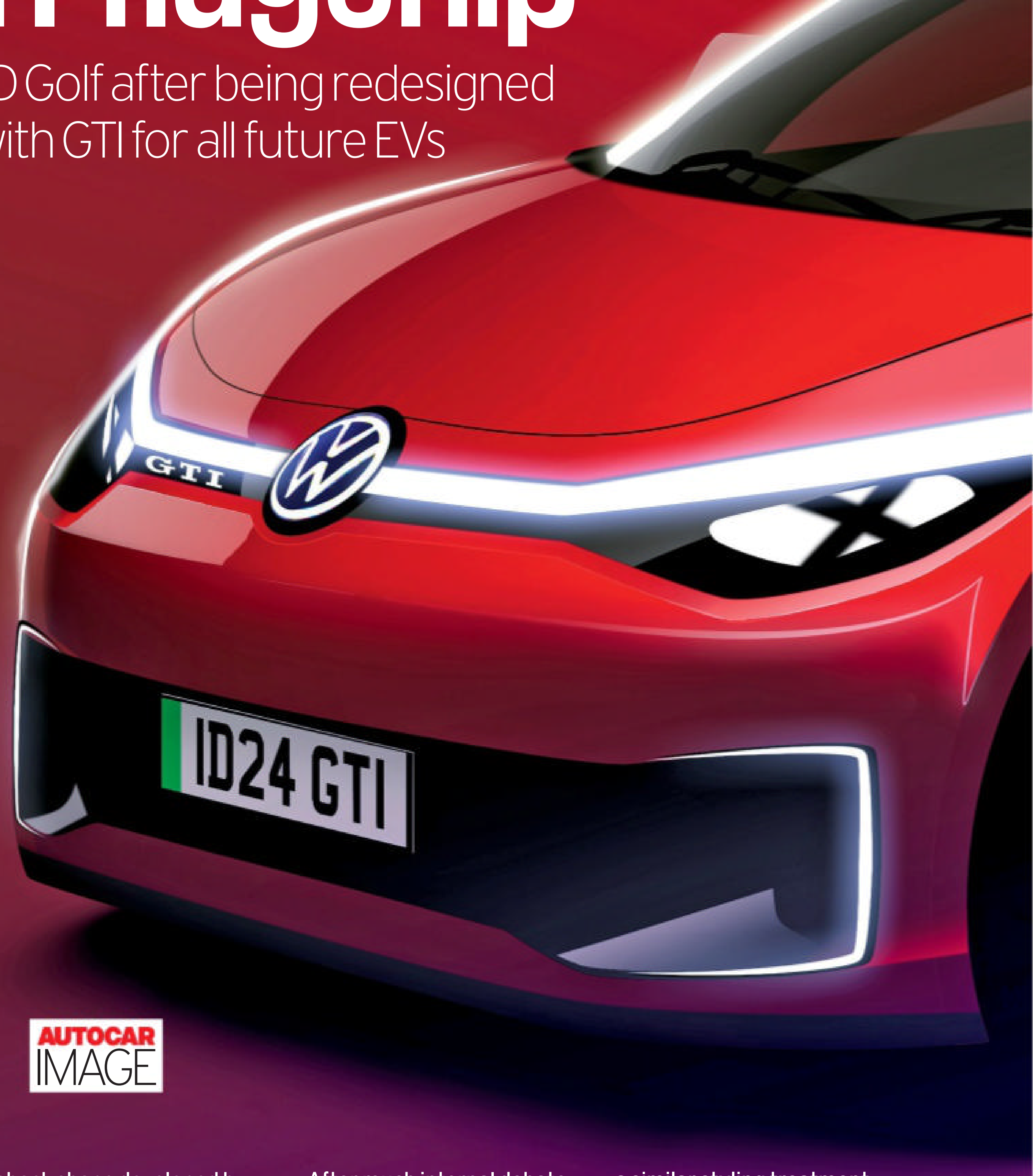
VW turns ID 2 into new-era Golf with GTI flagship

Entry-level EV is tipped to be called ID Golf after being redesigned as a hatch; VW will replace GTX tag with GTI for all future EVs



Volkswagen has gone back to the drawing board for its long-awaited ID 2 urban EV, providing its smallest electric car with a completely new exterior and interior that are set to be previewed on a new concept car in March.

Scheduled to go on sale in 2025 at a targeted base price of €22,500 (£20,135) in today's money, the compact five-seater is being lined up to get the Golf name, according to Wolfsburg insiders. Autocar sources have also confirmed that the ID 2 will be the first Volkswagen based on the MEB-Plus platform – an updated version of today's widely used MEB electric car structure that features new LFP (lithium iron phosphate) prismatic battery cells and charging speeds of up to 200kW, among other developments.

Nothing is official at this stage, but Autocar has been told that a number of different naming combinations for the production version of the ID 2 have been proposed in internal meetings in recent months, including the ID Golf nomenclature first alluded to by Volkswagen CEO Thomas Schäfer in an interview with Autocar in October 2022.

At the time, Schäfer, who took control of Volkswagen in July after his predecessor, Ralf Brandstätter, was appointed to head up the company's Chinese operations, said: "The Golf name has huge value. The recognition it receives at [customer] clinics – people absolutely understand what we are talking about. So to change the name to something completely different doesn't make sense."

The initial suggestions were that the Golf name may be reserved for a facelifted version of the ID 3. However, this is denied by Autocar sources, who say "the true value of the Golf lies in a car the size of the ID 2".

In place of the controversial crossover design previewed by the ID Life concept at the 2020 Munich motor show, the heavily revised ID 2 is set to receive a more conventional hatchback shape developed by a team of designers under the guidance of Volkswagen's new design boss, Andreas Mindt.

Today's front-drive, 245bhp Golf GTI will inform the EV GTI

The move comes after what has been described to Autocar as a "less than lukewarm" reception to the original crossover design – developed by Mindt's predecessor, Jozef Kaban – by Schäfer and Volkswagen's new management team.

After much internal debate over the original design of the upcoming price-leading EV, Kaban was asked to step aside. He had been Volkswagen's design boss since 2020 and has now become the firm's new creative art director.

The decision to provide the new car with a hatchback shape comes after Cupra revealed that the ID 2's sibling model, the Urban Rebel, will receive a similar styling treatment.

The two models are due to be produced at Seat's Martorell factory near Barcelona as indirect replacements for the Volkswagen Up and Seat Mii. A similarly conceived model from Skoda atop the same architecture is also planned to arrive at a later date.

Those privy to the early proposals of the redesigned ID 2 say it sits halfway

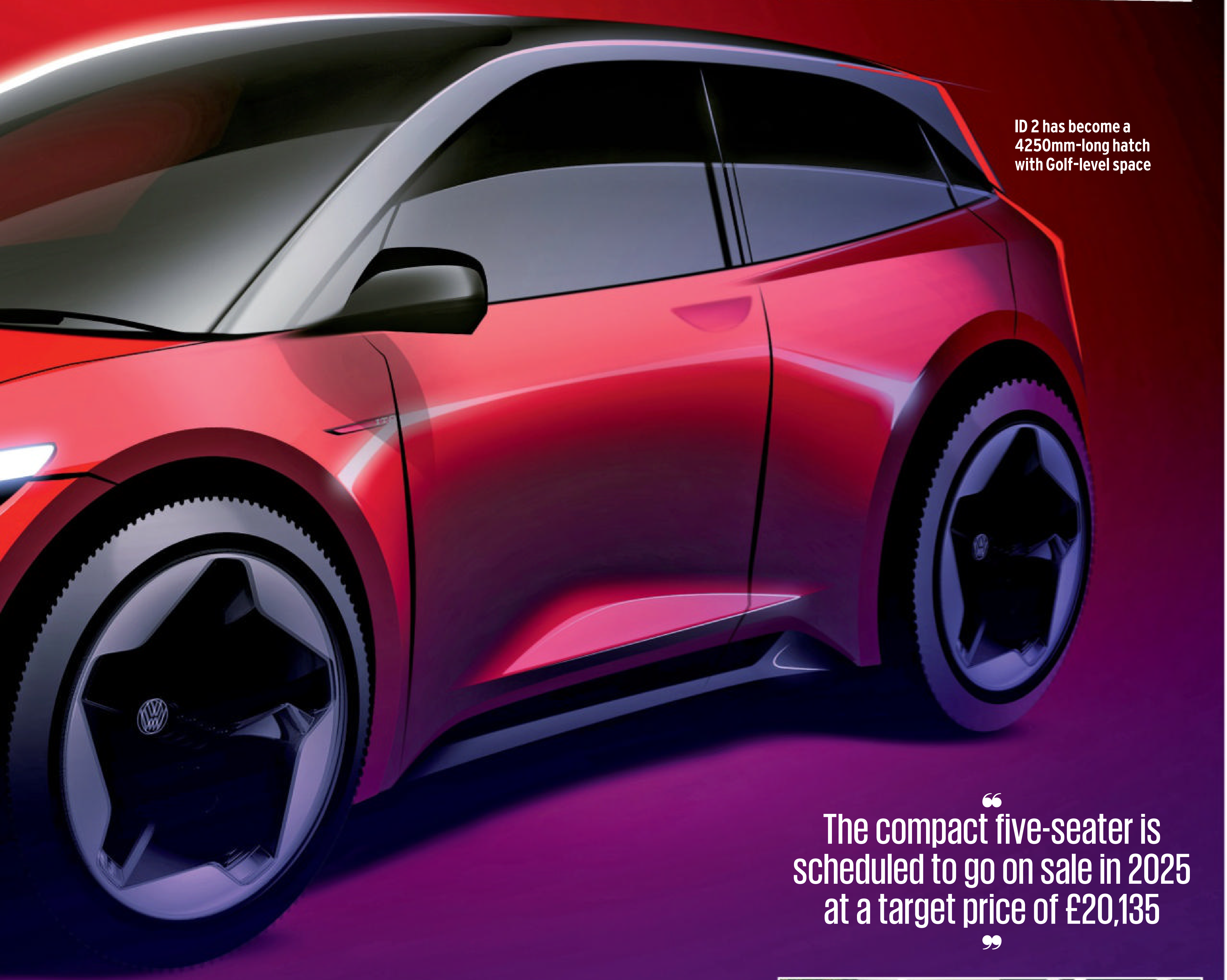
NEW VW DESIGN CHIEF'S VIEW ON HATCHES

Newly appointed VW design chief Andreas Mindt has form when it comes to designing innovatively packaged hatchbacks atop the MEB platform.

Before his stint at Bentley, he was chief designer at Audi, where one of his final sign-offs was the future-looking AI:ME concept, an ID 3 equivalent devised primarily for car-sharing services.

"Urban cars all look like telephone boxes, and we didn't want a machine like that," he told Autocar at its unveiling, hinting at an affinity for individuality that is likely to carry through to the ID 2.

Mindt (left) was behind Audi's MEB-based AI:ME concept


ID 2 has become a 4250mm-long hatch with Golf-level space

> "The compact five-seater is scheduled to go on sale in 2025 at a target price of £20,135"

between the existing internal-combustion-engined Polo and Golf in terms of exterior dimensions, with a length put at "around 4250mm".

With a relatively short bonnet and flat floor, it is claimed to offer "the sort of interior space of models typically one segment higher".

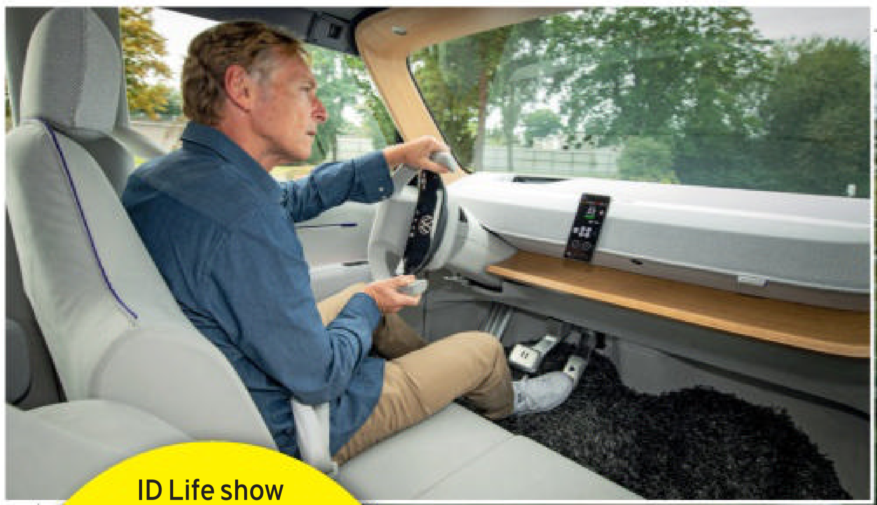
Strong links to the fourth-generation Golf are made by Volkswagen insiders in reference to the new model. One source told Autocar: "We have great tradition and product strength in this segment. It is not a whole new beginning but a logical continuation of what Volkswagen has excelled at in the past, albeit with electric drive."

At this early stage, the ID 2 is set to be offered in single-motor, front-wheel-drive form only. However, Volkswagen sources contacted by Autocar confirm the MEB-Plus platform will support dual-motor, four-wheel-drive models and say such a configuration cannot be ruled out in the future.

"It will be relatively lightweight by electric car standards, somewhere between 1600kg and 1700kg," Autocar has been told.

In a further significant →

VW insiders draw links between Mk4 Golf and reworked ID 2



ID Life show car was more complete than most concepts, being based on a near-production-ready platform, which allowed us an unusually thorough (and never to be repeated) first drive opportunity in 2021.

ID Life's crossover design previewed ID 2's now-axed look

← move, Schäfer has also given the nod for a return of the GTI badge. It is set to replace the GTX model name first introduced on the ID 4 in 2020, paving the way for the first fully electric Golf GTI.

"The GTX is dead," a senior source revealed to Autocar. "A decision has already been made to replace it with the traditional GTI name and it is being considered for the ID 2."

The combination of front-wheel drive and the GTI name references a lineage that harks back to the original Golf GTI, introduced in 1976. Although a final decision on whether it will be applied to the production version of the ID 2 has not yet been made, suggestions are that a further concept of the new electric model featuring characteristic GTI styling cues could be revealed at the annual Wörthersee GTI fan meet in Austria in May or, alternatively, the ID fan meet in Locarno, Switzerland, in September.

Cupra's unveiling of the Urban Rebel in 2022 provides solid clues to the approach Volkswagen is set to take with an electric Golf GTI.

Fitted with a front-mounted electric motor, the most powerful version of the new entry-level Cupra model is claimed to deliver 223bhp and achieve 0-62mph in 6.9sec. A similar drivetrain is expected for its Volkswagen sibling model.

By comparison, today's petrol Golf GTI is fitted with a turbocharged 2.0-litre four-cylinder petrol engine with 245bhp and has a 0-62mph time of 6.2sec.

Along with its new hatchback bodystyle, the reborn ID 2 also adopts a new-look interior with seating for up to five in a cabin claimed to offer similar space to today's MQB-platform-based Golf.

Additional changes centre on the MIB infotainment system. They include the provision for a rotary controller within a heavily revised centre console – a development that will initially appear on the third-generation Volkswagen Tiguan, which is due to be unveiled later this year.

The rotary controller, a first for a Volkswagen, is intended to supplement the touchscreen controls fitted to current Volkswagen models. It is designed to replace the slider mechanism first introduced on the ID 3 in 2020.

The sweeping changes made to the ID 2 are part of a "comprehensive reset" for the Volkswagen brand and its ID electric car strategy under Schäfer.

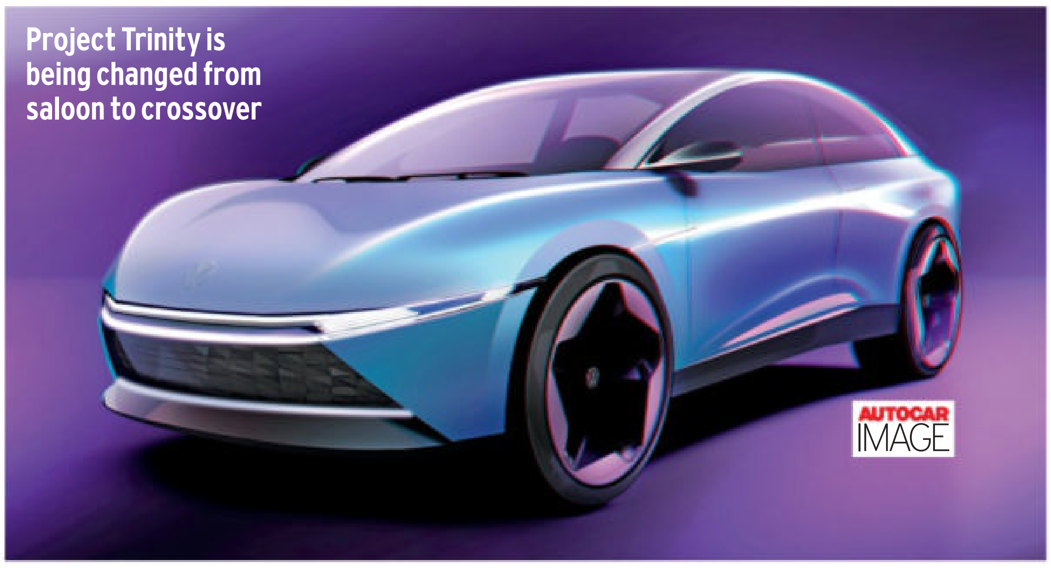
Together with the baby EV's redesign, the new Volkswagen CEO has also ordered a thorough reworking of the company's Project Trinity, a new showcase model whose development began under the leadership of Volkswagen's former CEO, Herbert Diess.

Schäfer is understood to have had reservations about the Project Trinity's liftback-style saloon design and Volkswagen designers are now working to establish it as a crossover-style model in the mould of the Tesla Model Y.

The changes to the ID 2 and Project Trinity come as Schäfer – who headed up

> “The GTX is dead. A decision has been made to replace it with GTI”

Project Trinity is being changed from saloon to crossover



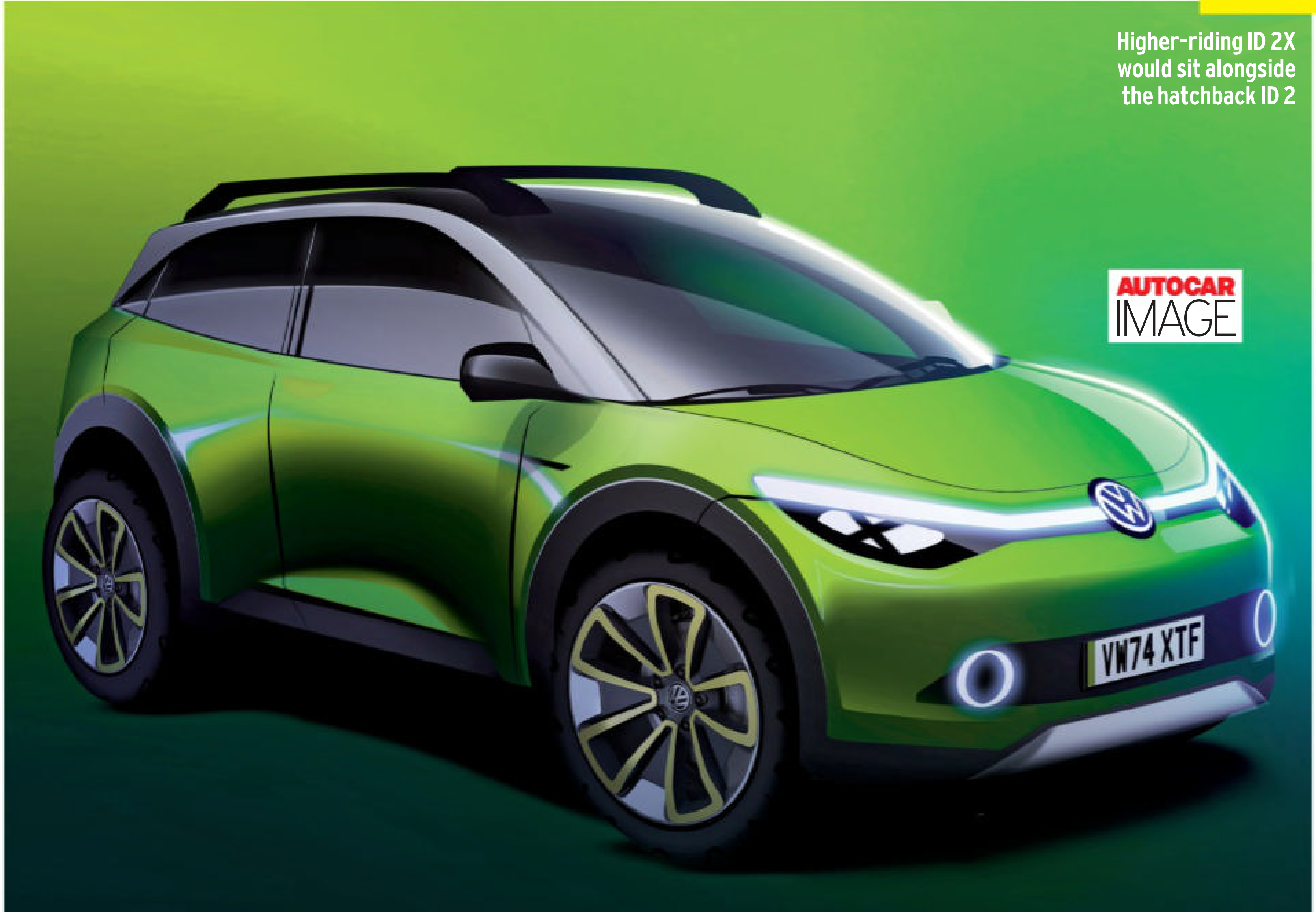
Cupra's Urban Rebel gives clues to an ID 2 GTI platform twin

Volkswagen's South African operations before becoming chairman of Skoda prior to being appointed CEO at Volkswagen – instigates a more product-driven business culture at Volkswagen than his predecessor Diess, who was known for his focus on cost-cutting and profitability.

"It's a balance but, in the end, it is the product that we are judged upon," a source revealed to Autocar. "With the changes taking place, we want to get back to a position of strength with new cars reflecting traditional Volkswagen qualities and with names that will be familiar to long-time customers and other new car buyers alike."

Earlier speculation that Volkswagen was preparing to produce the ID 2 in China, at a factory operated with joint-venture partner JAC, has been dismissed by the head of the company's Chinese operations, Brandstätter.

Speaking to Chinese media, he said: "Volkswagen plans to launch the ID 7 saloon in China, as well as a new model below the ID 4... It won't be the ID 2."
GREG KABLE



Higher-riding ID 2X would sit alongside the hatchback ID 2

ID 2 SUV and potent R model on the cards

A HIGHER-RIDING ID 2X similar to Volkswagen's Alltrack models is also under consideration. But with four-wheel drive on hold for now, it has yet to receive a definitive green light for production.

Launching a taller and more 'rugged' version of the ID 2 would allow Volkswagen to essentially mirror its current entry-level offering, comprising the Polo and technically identical T-Cross. The now-axed ID Life concept was itself a similar size to the T-Cross, and the most recent iteration of the Cupra Urban Rebel is of a similar shape and stature, so evidently the MEB Entry platform is being engineered to accommodate compact SUVs as well as hatchbacks.

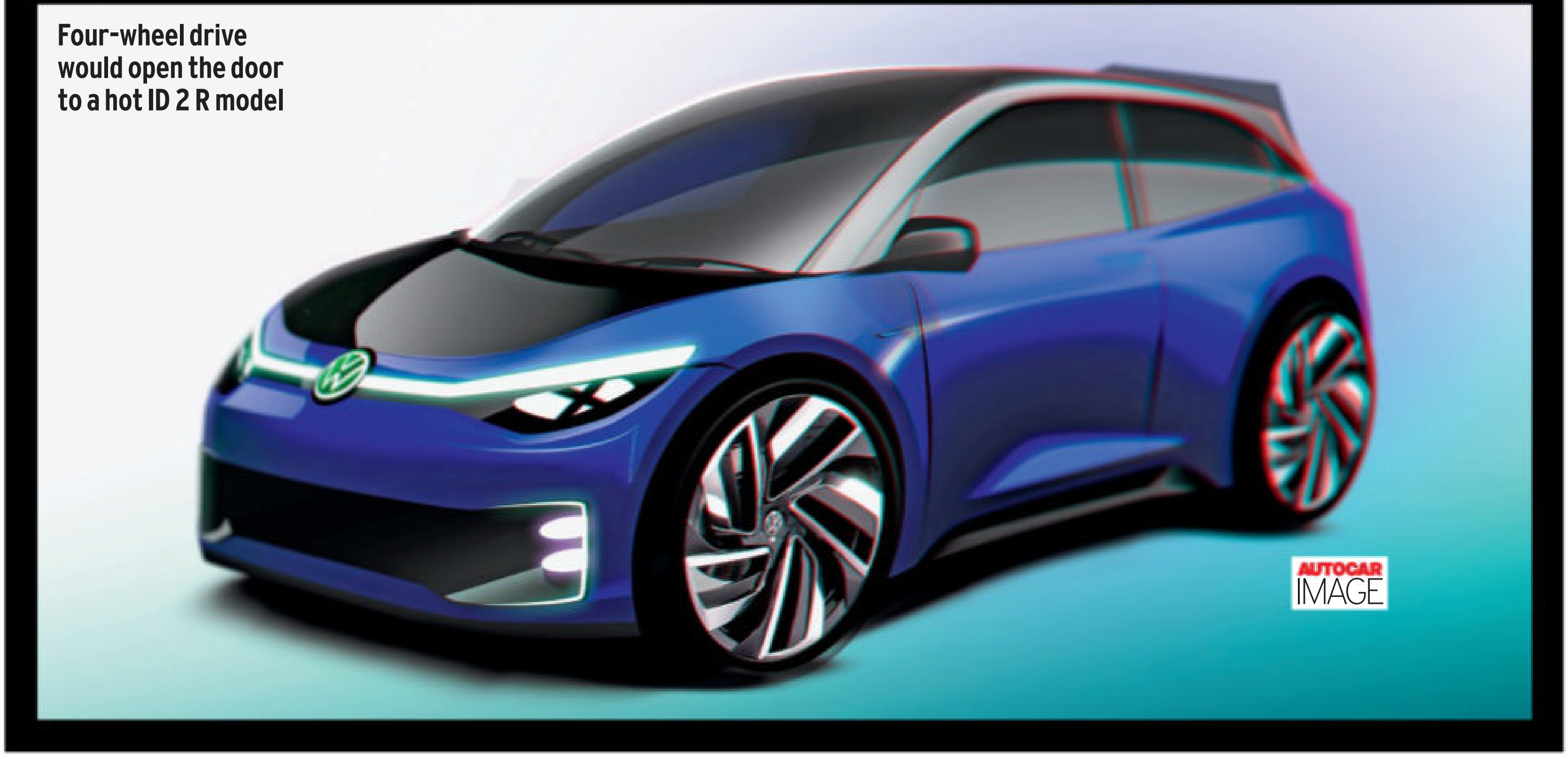
The introduction of a four-wheel drive system in the ID 2 line-up also raises the intriguing possibility of an electric successor to today's full-fat Golf R – which would provide Volkswagen with a baby hot EV to rival Abarth's new 500e and the upcoming Alpine R5.

It has already been confirmed that Volkswagen's R performance brand will be electric-only by 2030 and has "several electric R models in the planning stages".

As with the GTI nameplate, Volkswagen is committed to carrying its R lineage into the electric era, with boss Thomas Schäfer telling Autocar that using existing monikers can be more effective than creating new ones: "With a strong brand, you need to spend less [on marketing, and have better awareness] getting it out there."

Any R-badged version of the ID 2 would necessarily be much more potent and performance-oriented than the front-drive standard car and GTI. Volkswagen earlier hinted at its plans for 4WD hot hatchbacks with the ID X concept – a lowered, lightened and stiffened version of the ID 3 with 329bhp, a 0-62mph time of 5.3sec and a dedicated drift mode.

Whether the smaller version of the MEB platform could accommodate this level of power and the associated chassis revisions remains to be seen, but ex-VW boss Ralf Brandstätter told Autocar that electric R cars will "take up many ideas" from the project.
FELIX PAGE



Four-wheel drive would open the door to a hot ID 2 R model

Electric Recon will go up against Land Rover's Defender

Defender rival to join Jeep's EV model blitz

Brand will launch three PHEV and three electric SUVs by 2025

Jeep's UK range will swell to seven models by the middle of the decade in a line-up that will include an electric rival to the Land Rover Defender.

The Stellantis-owned American brand revealed plans last year for a new range of electrified SUVs, starting with the Avenger this summer, ahead of its goal to go EV-only in Europe in 2030.

After the electric Avenger, which will join the new Renegade 4xe and Compass 4xe plug-in hybrid models in UK showrooms, will come an all-new plug-in hybrid Grand Cherokee 4xe later this year.

By 2025, it will be joined by two new EVs: the Wagoneer S, a sporty large SUV, and the Defender-challenging Recon. Both of these will be based on Stellantis's new STLA Large architecture.

The Recon will sit alongside the Wrangler, confirmed Jeep's European boss, Antonella Bruno, but the two cars will have slightly different sizes and positions in the range.

"The Recon in Europe will be a white-space car," said Bruno. "It's a unique car, very boxy and very capable. It will sit in a lower part of the [market] segment to the Wrangler."

The Wrangler is offered outside of the UK as a plug-in hybrid, but Bruno said it wasn't possible to engineer the current Wrangler 4xe in right-hand drive in this generation, so the off-roader will be the only Jeep not offered with an electrified drivetrain here by 2025.

Jeep ultimately sees itself clocking 300,000 sales in Europe per year. Its best annual result so far was 168,652 in 2018.

"At a global level, we want to be the 4x4 leader in electrification," said Bruno.

She noted that despite Jeep's 4x4 heritage and positioning, it wasn't targeting Land Rover as a rival in the UK and Europe, instead citing the likes of Volkswagen and Mini as brands from which it could conquer sales.

Despite Jeep's poor recent performance in the UK, Bruno believes the brand remains in good standing.

"The brand is incredibly well known [in the UK]," she said. "The UK customer is ready to accept our new products with the Avenger. Starting with the Avenger and Grand Cherokee, we're coming back to the UK with the right line-up. There's confidence and expectation that we will change our presence in the UK."

Jeep took 7000 pre-orders for the Avenger in the UK before it went on sale in January, despite no customer test drives having taken place. Bruno said the Avenger recently being awarded the Car of the Year crown "will drive a lot of traction and be good for the entire Jeep line-up".

MARK TISSHAW

Avenger looks set to change Jeep's British fortunes

JEEP'S FUTURE BRITISH RANGE

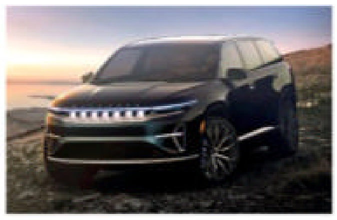
WRANGLER
Available now

AVENGER
Mid-2023

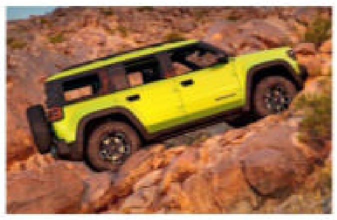
RENEGADE 4xe
Mid-2023

COMPASS 4xe
Mid-2023

GRAND CHEROKEE 4xe
Late 2023



WAGONEER S
By 2025



RECON
By 2025

Polestar 4 coupé-crossover nearly ready to go

THE POLESTAR 4 has hit the road for the first time ahead of an anticipated launch by the end of the year, hinting at what to expect from the EV firm's Porsche Macan rival.

Pictures sent to Autocar show the rakish crossover donning light camouflage for its first round of public testing, having previously only been shown under a sheet in official images.

The 4 is destined to fill the gap between the Polestar 2 saloon and recently revealed Polestar 3 SUV and will be its third series-production car.

The Polestar 5 super-saloon will follow in 2024 and the Polestar 6 roadster will arrive a year later to ultimately give a varied line-up of five pure-electric models.

These new shots reveal that the 4 will sit higher off the ground than the 2 but stand shorter and have a smaller cabin than the 3.

Obvious rivals in the sporty EV crossover segment include the Kia EV6 GT, new Mercedes-AMG EQE SUV and upcoming Porsche Macan EV.

Polestar boss Thomas Ingenlath has previously positioned the 4 as the SUV sibling to the 2 but suggested it would offer comparable utility to the larger 3.

Polestar suggests the 4 will be priced from £49,000 and offer a maximum range of more than 373 miles.

It will share a production line with sibling brand Zeekr's 001 (see p12) in Ningbo, China, as well as its PMA1 architecture.

This means the 4 is likely to offer the choice of rear- and four-wheel drive (like the 2) and could pack as much as 536bhp in its most potent form.

FELIX PAGE

SPY SHOTS
POLESTAR 4

Design relationship with the popular 2 saloon is evident

Mini Electric now available as a convertible – for £55k

A LIMITED-EDITION Mini Cooper SE convertible will arrive later this year, with a hefty price tag of £55,000.

The firm claims it is the first convertible to be sold with electric power, with the Fiat 500 Cabrio EV its closest competitor, but that has only a landaulet rear.

The news comes after the brand built a one-off electric convertible last year to "test the waters of emission-free, open-top driving with Mini", which Autocar test drove and was impressed by.

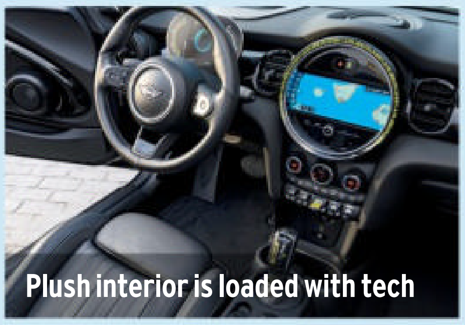
The production version is the result, albeit launched as a special edition and limited to just 999 cars in Europe and 150 in the UK. Mini hasn't revealed a release date, or confirmed if the model will have a global presence.

Like the prototype, the convertible gets the same 181bhp single-motor set-up as the standard Mini Electric. It also has the same 32.6kWh battery, albeit with 20 fewer miles of range, at 125 miles.

The limited-run convertible is available in a fixed specification only, with two exterior colour choices: White Silver or Enigmatic Black.

The next-generation Mini Electric is expected to be unveiled this year, but a series-production convertible is not due until 2025.

It is reported that classic Mini design cues are set to be dropped, including the clamshell bonnet that has featured since the BMW Group relaunched the brand in 2001.



Plush interior is loaded with tech

OFFICIAL PICTURES

Just 150 examples of the drop-top Cooper SE will reach the UK

Lancia set for ambitious relaunch

Imminent concept will preface new retro-look supermini, saloon and hatchback EVs

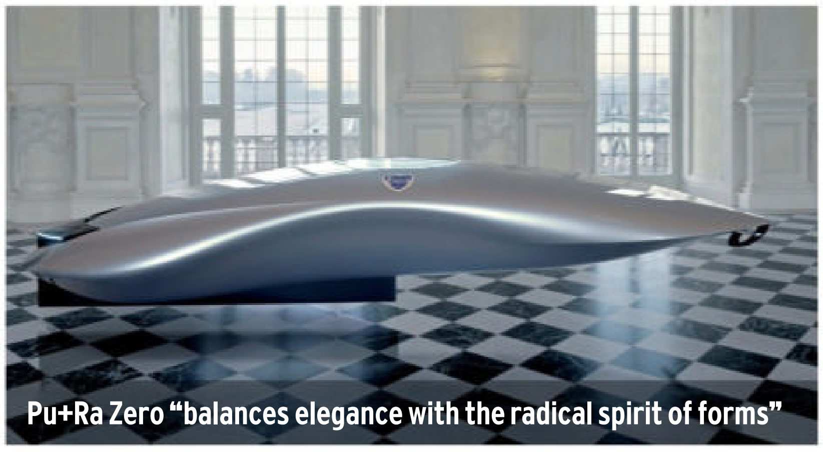
Lancia is getting ready to reinvent itself as a style-focused EV brand with designs heavily influenced by icons of its past, including the Aurelia, Delta, Stratos and 037 Stradale – to be previewed by a concept car in the coming weeks.

The storied Italian brand has been a one-car operation since 2015, when it stopped selling rebadged Chrysler models, and although the Fiat 500-based Ypsilon supermini remains popular and was recently refreshed, it's now in its 12th year of production.

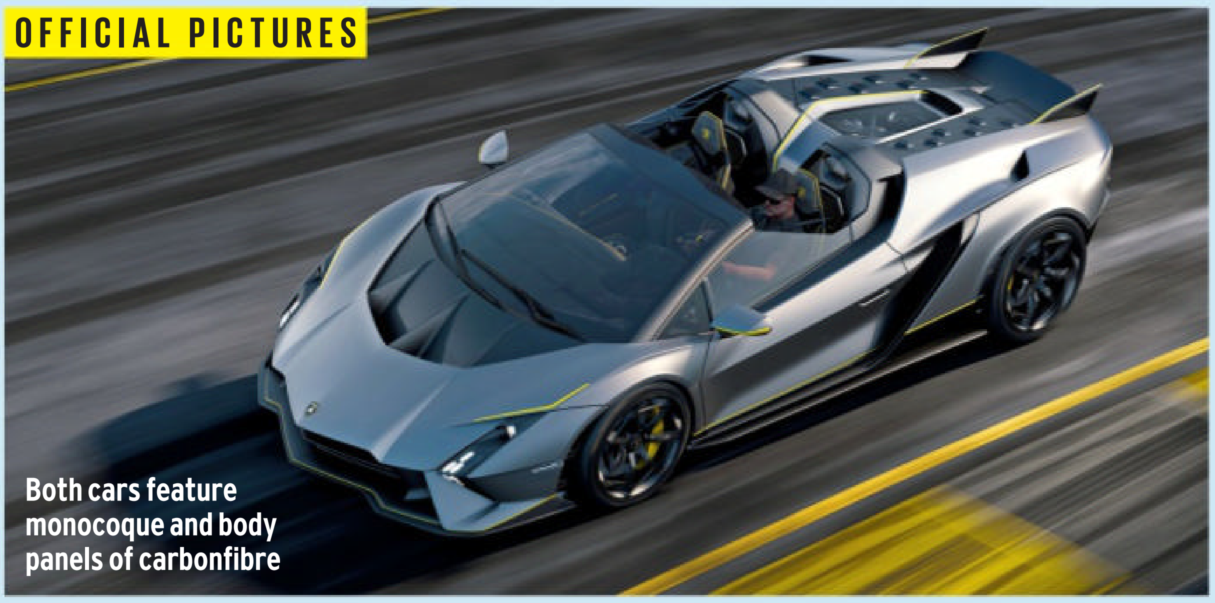
Charged with relaunching the brand and returning it to markets outside its native Italy, CEO Luca Napolitano has pledged to rekindle the 'dolce vita' spirit that was central to the appeal of many historic Lancia models, beginning in the 1960s with the Flaminia and Flavia.

"This glorious and rich past is an endless source of inspiration and will lead the leap to the next generations of products aimed to reach other countries and markets beside Italy," said Napolitano at a recent press conference.

Beneath their retro-inspired bodies, future Lancia models will sit atop highly advanced



Pu+Ra Zero "balances elegance with the radical spirit of forms"



OFFICIAL PICTURES

Both cars feature monocoque and body panels of carbonfibre

Unique supercars end Lambo's atmo V12 era

TWO NEW SUPERCARS mark the end of Lamborghini's naturally aspirated V12 era.

The Aventador-based Invencible coupé and Auténtica roadster are dubbed "a unique farewell" to the iconic engine.

They arrive just before the unveiling of what is expected to be the Aventador's successor with an entirely new V12 engine boosted by electric motors.

The radically designed one-offs have a 6.5-litre atmo V12 sending a total of 769bhp and 531lb ft to all four wheels, which should give them a 0-62mph time close to 2.8sec and a top speed near 221mph.

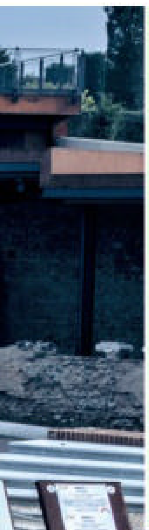
Lamborghini chairman

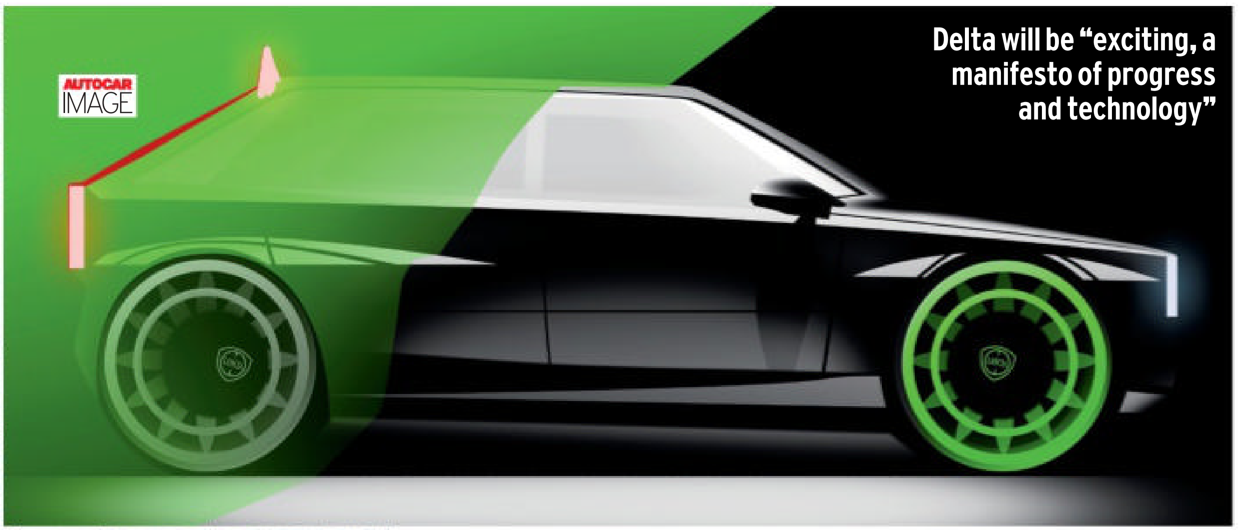
VOLVO S60 BACK BUT WITH 4WD ONLY

Volvo has dropped the entry-level front-wheel-drive version of the S60, bumping the saloon's starting price to £46,135. The S60 returns to the UK market after sales were halted in October last year so that the order backlog could be cleared.

AUSSIES TO RESCUE BRITISHVOLT

Australian battery start-up Recharge Industries has been selected by Britishvolt's administrators as the preferred bidder. The prospective Blyth gigafactory would be Recharge's second, its first being planned for a site near Melbourne.





Delta will be "exciting, a manifesto of progress and technology"

new platforms that will, as well as opening the door to totally new proportions and packaging solutions, facilitate step changes in performance and functionality.

This will put Lancia on a par with sibling brands Alfa Romeo and DS, the trio united under Stellantis's new Premium Brands category.

Each of these brands has set a path towards complete electrification. As such, they will swap all of their cars onto Stellantis's new STLA modular architecture (Small, Medium or Large), which has been designed to host both hybrid and electric powertrains.

The STLA architecture lies at the heart of Lancia's 10-year transformation programme.

"We've planned two new cars every two years from 2024 to 2028," Napolitano told Autocar.

"We will start with the new generation of Ypsilon, the first fully electric Lancia, [then launch] the new top-class saloon in 2026 [when Lancia will stop selling ICE vehicles], and in 2028 we will set the rebirth for the Delta."

The saloon and Delta hatchback are expected to be built on the STLA Medium.

Given that the STLA Small isn't set to be introduced until 2026, the Ypsilon is likely to be built on the existing Fiat 500 EV architecture.

Lancia will, however, seek to give its electric supermini a distinct identity in line with its new Pu+Ra (pure and radical) design ethos.

Although Napolitano assured Autocar that the new Ypsilon is "basically ready", an unveiling of the production car isn't anticipated imminently.

Lancia showcased the fundamentals of its new-era design with the recent Pu+Ra Zero sculpture, but Napolitano confirmed that a concept in the form of a car will be unveiled at Milan Design Week in April.

"It will be very close to the new production car," he said.

The concept is expected to show how Lancia will also put sustainability at the forefront of its reinvention.

"At least 50% of our next car's interiors will be made from recyclable fabrics," said Napolitano. He emphasised that this didn't mean losing any luxury appeal, because Lancia has partnered revered Italian interior design firm Cassina to create its next-generation cockpits.

What remains unconfirmed is when Lancia will make its return to the UK. Previously, Napolitano said the firm will sell its upcoming cars in Italy "and four other European countries in the first phase", expected but not confirmed to include France, Germany and the UK, before expanding Europe-wide.

TOMMASO MARCOLI

THE ICONS INFLUENCING LANCIA'S EVs

Delta
The iconic hot hatchback, renowned for its rallying prowess, will be reborn in 2028. Its recognisable grille will inspire those on future cars, and a tri-LED light design has been teased.

Stratos
Despite just five years of production, the Bertone-designed supercar is cemented as a rally legend. Its circular tail-lights will feature on future cars, as per the Pu+Ra Zero sculpture.

Aurelia
Looking back to the 1950s might seem an unusual way to design the future, but not according to Lancia. Its new saloon will take inspiration from this rakish coupé's lines and grille.

Domes containing roll bars were inspired by racing barchettas

Stephan Winkelmann said: "The V12 engine is one of the pillars of our history and our marque's success. As we head towards embracing a new era of hybridisation at the heart of our Cor Tauri strategy, this is the Lamborghini way of celebrating the naturally aspirated V12: with two one-off vehicles that perfectly represent our concept of excellence in personalisation."

The concept-like Invencible and Auténtica were crafted by Lamborghini's Centro Stile to showcase "maximum creativity using the V12 platform".

They draw on specials of the past, the front ends inspired by the Reventón and Veneno, the prominent front splitters and vertical struts by the Essenza SCV12 and the coupé's rear wing by the Sesto Elemento.

One-offs are said to "exude racing-inspired sportiness"

ANOTHER BUDGET MODEL BOWS OUT

The Kia Rio will exit the UK market later this year. The budget supermini, which was introduced in 2001, has struggled for sales of late. It isn't due to be directly replaced. Kia said the Stonic crossover will serve as an alternative for buyers.

MORE FORDS ON THE CHOPPING BLOCK

Ford may further trim its European car range after posting $2 billion losses in 2022. Bosses said they were still determining how many market segments to compete in. The Fiesta will go out of production this summer, followed by the Focus in 2025.

Geely's Zeekr eyes rapid growth

Another nascent Chinese EV maker looks to Europe – plus America and robotaxis

Design of Geely EVs such as Zeekr 001 is led by Stefan Sielaff

Zeekr has shaken up the electric car market in its native China with uniquely styled offerings, and now has its sights on Europe – with the rest of the world to follow.

The latest in a long line of EV specialists from the east, two-year-old Zeekr follows the likes of China's Xpeng and Vietnam's Vinfast with a swiftly evolving model range and bold plans.

A representative told Autocar: "Zeekr's target is to achieve annual deliveries of 650,000 units by 2025 and be among the top three in the premium EV industry globally."

And this is an ambition that can be taken seriously, because Zeekr sits within the expanding portfolio of Geely, beside Lotus, Lynk&Co, Polestar, Smart, Volvo and more. This is a group that is already very active in the premium EV market.

Questions have naturally been raised over how Zeekr could operate in this segment without affecting its sibling brands. However, Zeekr has noted only benefits, saying: "All [Geely] brands seek co-operation, to maximise resources and provide greater value for our customers."

What's claimed to set Zeekr apart from its stablemates, as well as others in the market, is its approach to design. It was launched with a mandate of "no more boring EVs", led by Geely design chief Stefan Sielaff (who came to prominence at Audi) to "express a very premium look and feel but not in an opulent way".

This is said to distance Zeekr from the 'Russian doll' principle followed by many other brands, whereby model distinction is defined almost entirely by size.

Zeekr's offerings to date include the 001, a sleek fastback that owes plenty to its start in life as a Lynk&Co, and the 009, a striking MPV whose blocky look is likely to polarise opinion in the way that a modern Rolls-Royce does.

The X was revealed earlier this month as a smart, medium-size crossover with some sharp, quirky detailing and is probably best considered a rival to the Volkswagen ID 3.

New X should have 268-422bhp and 270-mile range

JLR opens bespoke range with £250,000 Range Rover

OFFICIAL PICTURE

Lansdowne rivals Bentley Bentayga and Rolls Cullinan

A NEW £250,000 Range Rover signals Jaguar Land Rover's intent to disrupt the bespoke market, with a new SV Bespoke division gunning for enhanced exclusivity – and profits.

It becomes the latest firm to offer highly personalised cars, following record incomes from rivals using a similar model.

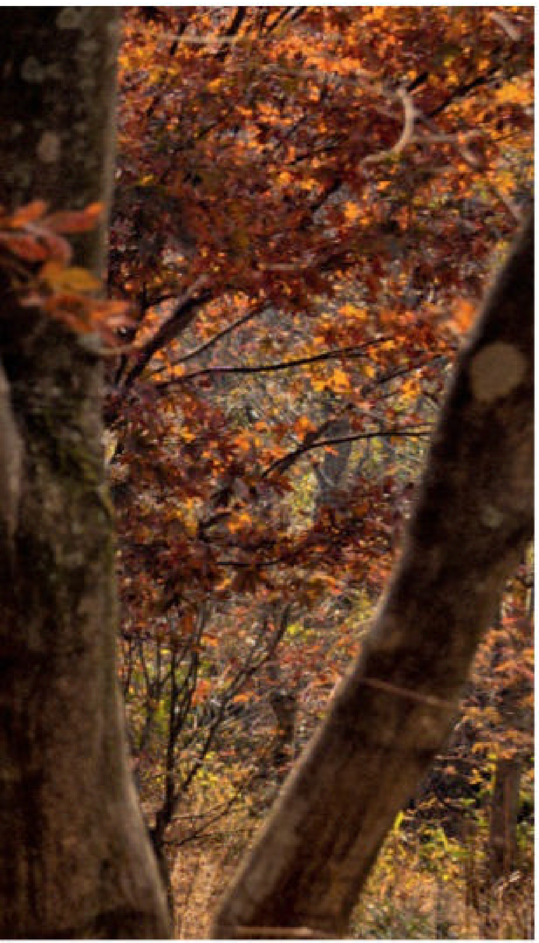
Bentley broke its 2021 profit record by July 2022, which it attributed to a rise in personalisation requests.

JLR hopes this will boost overall profits for the development of future models, following a difficult period. At the end of 2022, it posted its first profitable quarter since 2020 off the back of rising sales of its Range Rover line-up, especially in the US.

Aiming to transition to an agency retail model by late 2024, JLR will eventually engage with customers directly rather than through dealers, with the intention that profit-spinning personalisation can be factored in from the beginning, rather than at the end, of the buying process.

Kicking off the new SV Bespoke range is the Range Rover SV Lansdowne Edition, only 16 examples of which will be produced.

The model gets a number of bespoke options over the standard Range Rover. These include exclusive Lansdowne Grey gloss paint, special 23in wheels, chrome detailing on the bumpers, a rosewood interior and a ceramic finish to the controls.



009 shows Zeekr designs will be disparate

Zeekr's design studio is based in Gothenburg, Sweden, and the brand feels that this location is important if it is to make an impact beyond China.

As such, these cars are soon expected to head to the rest of the world imminently.

Zeekr is unwilling to discuss specifics of its roll-out beyond China, but a leaked letter to staff has revealed that Europe is in its sights.

Chinese media reports that the continent is set to play a key role in its plan to double sales from 70,000 in 2022 to 140,000 this year.

Mature EV markets in northern Europe (Germany, the Netherlands and Norway, for example) are likely to be targeted first.

The prospect of Zeekrs hitting UK roads any time soon is a distant one, with the brand publicly unprepared to commit to any timeline for coming here.

More is known about its intentions for the US, where it boldly filed for an initial public offering in December.

The news was broken by Reuters, which claimed that Zeekr was aiming to raise more than $1 billion (£824 million) and seeking a valuation of more than $10bn (£8.2bn) – an increase on the $9bn (£7.4bn) valuation from its first external fundraising round in 2021.

These hefty figures seem to back up the idea of an aggressive global expansion plan, but it appears the US isn't an immediate priority, after CEO Andy An said at January's Consumer Electronics Show that Zeekr wouldn't enter the American consumer market.

It will still have a presence there, however, courtesy of a tie-up with Waymo, the California-based self-driving firm that is owned by Google's parent company, Alphabet.

In November, it was revealed that Waymo would use Zeekr's SEA-M platform (adapted from Geely's Sustainable Experience Architecture) as the basis for a new Chinese-made robotaxi.

Zeekr said the platform supports a "range of future mobility products", adding that it is "open to work with best-in-class partners globally to explore the possibilities".

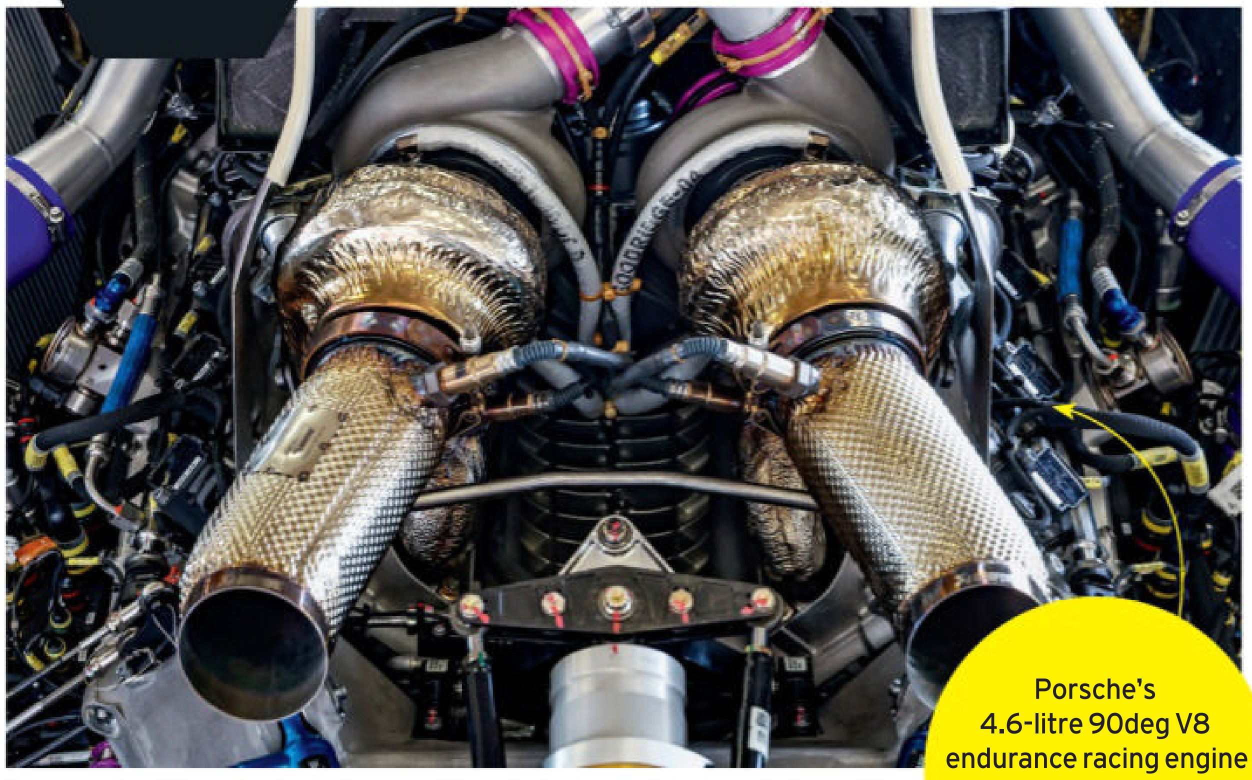
The implication is that there may be more Zeekr-based or Zeekr-made autonomous vehicles in the pipeline – another example of the brand's desire to do things its own way. **GRAHAM HOPE**

SPORTY LOOK FOR REFINED BABY MAZDA

The Mazda 2 supermini has been given a significant styling overhaul. Standout changes include a new front grille and sportier-looking bumpers. Due on sale this spring from £17,750, the updated 2 now also has climate control, cruise control and wireless Apple CarPlay.

UNDER THE SKIN
JESSE CROSSE

WHY A DECADE-OLD V8 IS IDEAL FOR A CUTTING-EDGE NEW RACER



Porsche's 4.6-litre 90deg V8 endurance racing engine has a minimum weight of just 180kg, including peripherals.

DESPITE THE RACE to electrify, there's still plenty of room for interesting combustion engine stuff, especially in motorsport. Even if motor racing isn't your bag, the statistics for Porsche's latest thriller, the 670bhp V8 hybrid 963, are enough to warm the cockles of any self-respecting petrolhead.

For those who don't follow endurance racing, the 963 is an LMDh machine, giving Porsche the opportunity to compete in both the FIA World Endurance Championship and North America's IMSA Sportscar Championship, which respectively include the two 'big ones' – the Le Mans 24 Hours and the Daytona 24 Hours.

LMDh (Le Mans Daytona Hybrid) sits alongside Le Mans Hypercar (LMH) and in essence is a full-on, purpose-built racing sports car formula for the highest level of racing and nothing else. Using LMP2 chassis (LMP2 being endurance racing's second-rung class), LMDh fits into the GTP class of the IMSA series and the Hypercar class of the WEC.

Most of the 963's power comes from a turbocharged derivative of the 4593cc V8 engine from the 918 Spyder, a road-going supercar. This may have been revealed a decade ago, but it's still a mighty thing with all the right credentials on which to build an endurance racing engine capable of taking on the best of the best.

It has proved durable in testing, which is a good start, has a flat plane crank (making it a howler rather than a waffler) and has a short stroke to enable high revs. This also helps to reduce the engine's height and, combined with a dry sump (which allows a low mounting position in the chassis), helps achieve a low centre of gravity and provides ideal positioning for the suspension pick-up points.

One of the main additions to the engine is a brace of turbochargers from Dutch turbocharger specialist Van der Lee, working at a low pressure of 0.3 bar. The 'hot' side of each cylinder bank is on the inside of the vee, which is where the turbos are located. Because the maximum boost pressure is low, pressure build-up is swift, with no lag, and the intrinsic characteristics of the naturally aspirated original creation remains.

Around 80% of the V8 is derived from the original 918 Spyder engine, and there has been some additional strengthening to make the engine capable of being a structural part of the chassis.

The LMDh regulations were at first going to allow teams to develop their own hybrid powertrains, but in the end the decision was to use suppliers to reduce costs and keep that part of the playing field level.

Oxford-based WAE Technologies supplies the small, 800V, 1.35kWh battery and Bosch supplies the motor-generator unit (MGU) that sits between the engine and the Xtrac-made seven-speed sequential gearbox, along with the electronics to go with it.

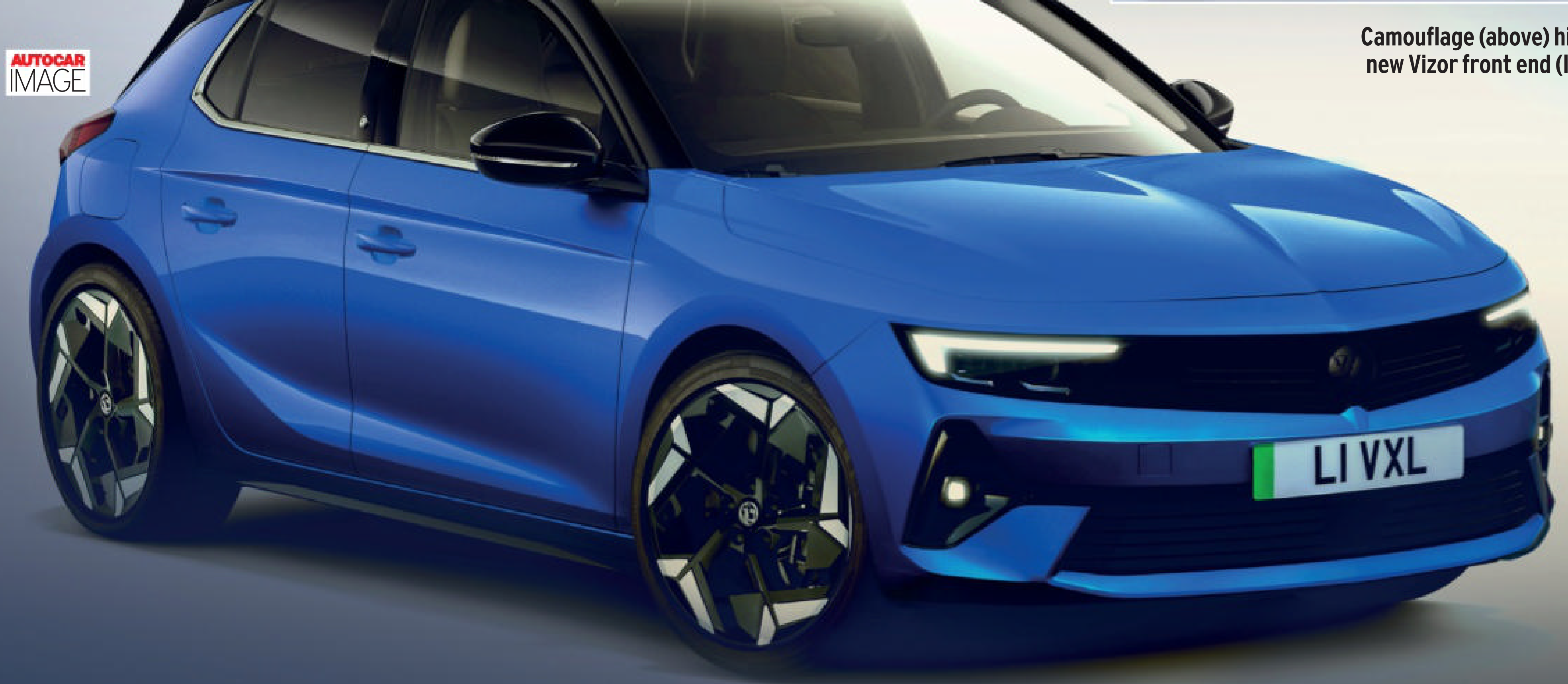
The MGU drives the rear wheels only, develops between 40bhp and 67bhp, is designed only to work in short bursts and contributes to the maximum power in race mode of 670bhp.

ELECTRIC ENDURANCE HOPE

Electric powertrain specialist Hofer has announced a battery for endurance racing. Called Bluefire, it can be charged at rates of up to 3750kW, taking it from 5-85% in less than 90 seconds. The battery chemistry is lithium titanate oxide, and it can be scaled to fit different applications. It is currently at the pilot project stage.

90 SEC
CHARGING
5%

Corsa's revisions will bring it into line with the Astra and Mokka



SPY SHOT
VAUXHALL CORSA

Camouflage (above) hides new Vizor front end (left)

New Corsa vital to Vauxhall reboot

Facelifted supermini will play a key role in the brand's bid to reshape its market image

The Vauxhall Corsa will receive a major mid-life refresh this year and gain the 'Vizor' grille that defines the Astra and Mokka.

"We're really making a big modern statement in how it looks, but at the same time there's a lot of familiarity," vice-president of design Mark Adams told Autocar.

As Britain's second-best-selling car, the Corsa plays a major role in rebuilding brand awareness for Vauxhall and, coupled with the new Astra released last year, "people will start to see way more [Vauxhalls] that have the new look and feel", said Adams.

In 2017, the Corsa was the first Vauxhall to move away from GM architecture and onto a PSA platform. However, it continued on the design path that had been set under GM, and big changes to the brand's visual identity only came in 2021 with the second-generation Mokka and its radically different look.

Other design elements of the revamped Corsa have yet to be revealed, but Adams confirmed it won't have a retro look, adding he doesn't want designs that look backwards: "We want to reinvent the brand… to appeal [to new audiences]. We want to keep our customer base but, at the same time, we've got to appeal to a whole new generation of people. And so we've got to be seen to be progressive, modern and in touch with what customers really want."

When the refreshed model arrives, the Corsa Electric is in line for a bigger battery: likely the same 55kWh item being introduced to the technically identical Peugeot e-208, which in the French car offers a 248-mile range. The petrol Corsa is likely to keep the same 74bhp and 99bhp three-pots as now.

Meanwhile, Adams said the retired Insignia will be replaced by "something completely different" and a car like the Manta is in the works for the second half of the decade. He added that hatchbacks will remain in Vauxhall's range and hinted at incoming cars that people wouldn't expect from Vauxhall.

ILLYA VERPRAET

CORSA GSE A HOT ELECTRIC OPTION

The updated Corsa could spawn an electrified GSe performance model, following the Astra GSe and Grandland GSe. Those cars are plug-in hybrids but meant as a 'stepping stone' towards pure-electric GSe models. The firmer, sportier range-topper would serve as a zero-emission successor to the previous-generation Vauxhall Corsa GSi (below).

Top UK car maker Nissan says the UK is now "more challenging"

Nissan fears for UK car making

THE UK IS becoming "more challenging" as an automotive manufacturing base as the industry shrinks and becomes less attractive to suppliers, according to the country's largest car maker, Nissan.

The UK produced 775,014 cars in 2022, down 9.8% on 2021 and 41% down on pre-pandemic 2019, according to the Society of Motor Manufacturers and Traders.

"The UK is becoming more and more challenging as a manufacturing footprint," said Nissan chief operating officer Ashwani Gupta.

He added that the UK's shrinking car output is making it harder to source locally.

Typically, automotive suppliers locate near a big manufacturing centre to cut down on logistics cost but often need secondary customers to achieve economies of scale. The issue is particularly problematic for batteries, for which raw materials are typically sourced and refined outside the UK.

Sourcing parts and materials locally is also key to achieving enough local content to avoid certain crucial export tariffs.

OFFICIAL PICTURES

Facelift ushers in an LED light bar and new bumper at the front

Volkswagen Touareg sharpens its act for October UK relaunch

VOLKSWAGEN HAS revealed its facelifted Touareg in camouflaged form prior to a planned unveiling of the updated SUV in early May.

Set for UK deliveries in October, the model receives a range of detailed mid-life changes in line with its sibling models, the Audi Q7 and Porsche Cayenne.

All are based on Audi's MLB platform and are produced alongside each other in the former Tatra factory operated by Volkswagen in Slovakia.

Coming five years after the third-generation model was launched in 2018, the facelifted Touareg adopts a number of detailed styling revisions, including a lightly reworked front bumper and, in keeping with other models, a new LED light band across the top of the grille.

Among the changes is a first for a Volkswagen sold in Europe: an illuminated logo within the tailgate.

For the inside, Volkswagen has provided the Touareg with softer material for the armrests and main contact areas as well as a reworked Innovision Cockpit.

The facelifted Touareg will be produced with three drivetrains in five models – all featuring an eight-speed automatic gearbox and Volkswagen's 4Motion four-wheel drive with a multi-plate clutch as standard, as before.

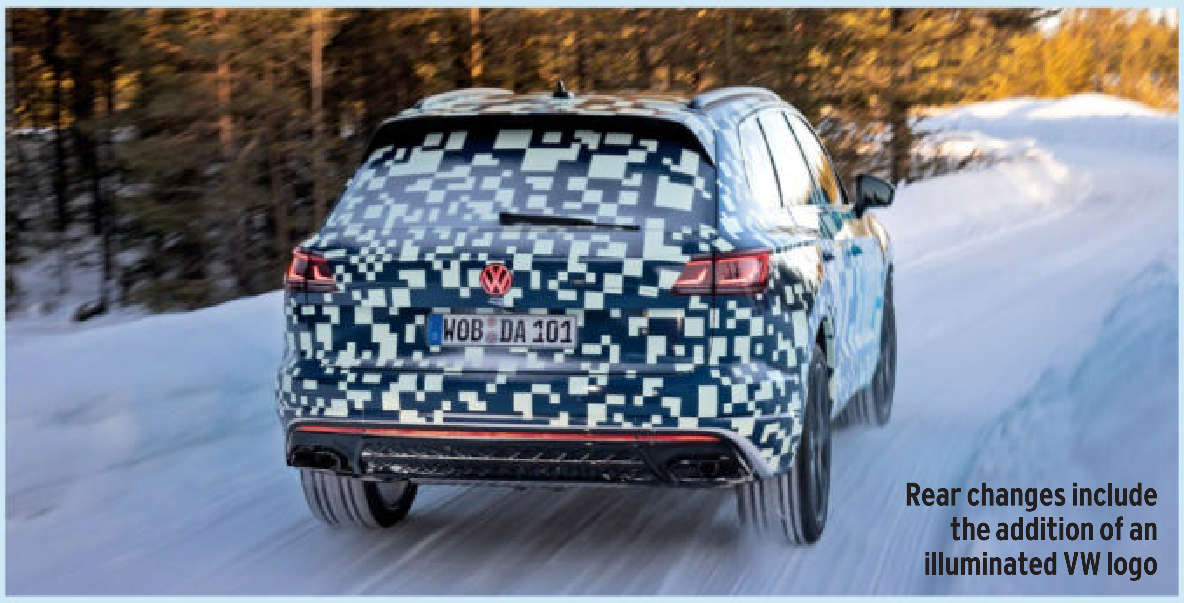
Kicking off the line-up is the V6 TSI. It receives a 3.0-litre turbocharged petrol engine developing 335bhp and 332lb ft.

The traditional best-seller in the line-up, the V6 TDI diesel, continues to offer two different outputs: a choice of 228bhp and 369lb ft or 282bhp and 443lb ft.

The Touareg e-Hybrid retains the same plug-in hybrid drivetrain as before, with a turbocharged 3.0-litre V6 petrol engine (375bhp and 443lb ft). The R e-Hybrid variant uses a similar set-up, with an uprated version of the same engine delivering 456bhp and 516lb ft.

Both plug-in hybrids have a 14.3kWh lithium ion battery. Electric range is expected to be close to that of today's model – up to 29.2 miles.

Upgraded materials and tech feature



Rear changes include the addition of an illuminated VW logo

Jim Holder

INSIDE INFORMATION

UK's charger network is the result of leaving it to the free market

THAT THERE ARE problems with the UK electric car public charging infrastructure today isn't in doubt. You can't deny the photos of queues of cars waiting to charge, or the statistics on broken chargers, or the cost of charging versus fossil fuel and more.

None of those things is acceptable, and they are all underpinned by the fact that the original mandate to switch off combustion-engined new car sales was issued without a hint of a plan of how to achieve it.

But there are aspects to the browbeaten narrative that are troubling: it takes no account of the huge investment going into improving the situation, or the numerous examples of new charging points opening, or the thousands of positive customer experiences each day.

It won't make headlines or suit the negative agendas, but the truth is that for the vast majority who've made the switch, it's going well; for a tiny minority, it is not.

Difficult and impossible are not the same thing and the question the key players now need to be clear on is whether they want it to happen or not. Rather than focusing on the problems, perhaps they'd be better served by enacting solutions.

The government? It seems far too preoccupied with the short term to plan ahead. Besides, it has the get-out-of-jail-free option to push 2030 to 2035 in the blink of a definition of what constitutes a hybrid. Whoever is in charge next, though, needs to get serious in forming a plan, not just on managing the transition but also the accompanying societal impacts as the cost of mobility almost certainly skyrockets.

Charging point operators? They're taking the flak, but the truth is that by leaving investment to free market forces, the growth in electric car use was always going to have to come before the investment in charging infrastructure. Prove there's profit and the charging points will come. But – and it's a big one – someone also needs to recognise that not every charging point will be profitable quickly enough and that remote areas need coverage too.

The motor industry? Via its trade body, the SMMT, it has relentlessly highlighted the shortcomings of the charging infrastructure for 18 months or more. You might kindly say it is trying to pressure legislators into positive action, the short-term damage this is doing now aimed at protecting the longer-term prospects, but it must also acknowledge that its narrative threatens to undermine the entire process.

Nobody should bury their head in the sand, or underestimate the significant difference between encouraging early adopters and forcing wholesale adoption, but negativity can soon turn into a death spiral if it continues unchecked. Vacillating on change rarely results in success. It's time unity prevailed and a collegiate strategy was brought to the fore.

Industry must unite to cut emissions

So says report on role car makers have to play to avoid catastrophic climate change

Rivian recognises its EVs must be clean throughout their life cycle

Car makers have been urged to work together to dramatically reduce their environmental impact, after a new study showed the automotive industry is on track to miss its decarbonisation targets, potentially threatening the global initiative to limit global warming to 1.5deg C.

A new report by global consulting firm Kearney, based on publicly accessible data and supported by EV manufacturers Polestar and Rivian, shows that the global car industry isn't moving fast enough to reduce greenhouse gas emissions and must take immediate action to avoid vastly overshooting targets.

Named Pathway, the report is essentially an invitation for car makers to consider collaborating on emissions-reducing initiatives, and more pressingly presents data that suggests they must rapidly accelerate their plans to slash their own cars' impact.

"Competition is healthy, but perhaps the industry needs to redefine where to compete and where to collaborate," said Kearney.

"The historic conflict between sustainability and profitability is diminishing but still looms large."

According to Kearney, the investment sector is already recognising this phenomenon. In 2021, global sustainability investments totalled $35.3 trillion, representing more than a third of all assets in five of the world's biggest markets.

The need for companies to work together has been echoed by Polestar's investor relations manager, Fredrika Klarén, who told Autocar: "To succeed in our ambitions, we need to collaborate. We need to see that we as an industry step up and really tackle these challenges together."

Rivian's chief sustainability officer, Anisa Kamadoli Costa, said: "We see every EV that's sold, not just Rivian's, as a win, because collaboration these days is table stakes."

She added that although firms can "compete on design", they should "work together on sustainability and climate".

To prevent temperatures climbing, each high-emissions industry will look to meet a series of rigid emissions-reduction targets over the coming decades adding up to 500GT (billion tonnes) of CO_2.

But, according to Kearney's projections, the car industry has 75-80GT of CO_2 left in its 'forever' allowance, which it's on track to spend by 2035 and overshoot by 75% by 2050.

There are a number of models in Kearney's report, suggesting various scenarios, but even in the most generous, the pathway to keeping global temperatures from rising by more than 1.5deg C is "tight".

> "Firms aren't moving fast enough and must take immediate action to avoid vastly overshooting targets"

Even a 100% global switch to electric cars (from today's 6% market share) will cut that overshoot to only 50%, because of the impact of the car throughout its life cycle. No phases are universally emissions-neutral.

Kearney's sustainability director, Angela Hultberg, highlighted the report's partner firms as evidence for its message, saying: "We have two EV manufacturers saying electrification is not enough."

The first of three 'levers' that Kearney said the car industry must pull to avoid overspending is achieving a 100% EV sales mix by 2032.

It acknowledged that such a "radical acceleration" would cause "significant socioeconomic implications that vary by region", posing challenges in parts of the world with high populations and low incomes.

It added that global EV demand is still stifled by shortcomings in charging infrastructure, range anxiety and the higher costs of EVs.

Once that 100% sales mix is achieved, the next step – but one that should be worked towards concurrently – is to ensure that the energy used for charging EVs is 'clean'.

Kearney said the global charging network must go from 39% to 100% fossil-free electricity by 2033 to meet the 1.5deg C target – cutting the 2050 overshoot from 50% (assuming that all cars are electric) to 25%.

> Kearney has calculated that the car industry accounts for 15% of global greenhouse gas emissions.

The third and final lever is a rapid and dramatic upheaval of global supply chains to minimise the emissions associated with car production, which must be cut by 81% before 2032.

The report said emissions for producing EVs are currently 35-50% higher than for ICE vehicles, primarily due to battery material sourcing.

Kearney said that to reduce emissions, car makers should "reach 100% electrification of the [battery] cell and pack manufacturing process" and increasingly electrify the extraction and processing of these materials.

It has also proposed the use of lower-impact battery chemistries or the use of smaller batteries in conjunction with a prolific network of faster chargers.

On the real-world viability of these proposals, Klarén said: "There's not a lack of solutions here. Of course, there are some hindrances, but the important thing is that we try to overcome those as quickly as possible."

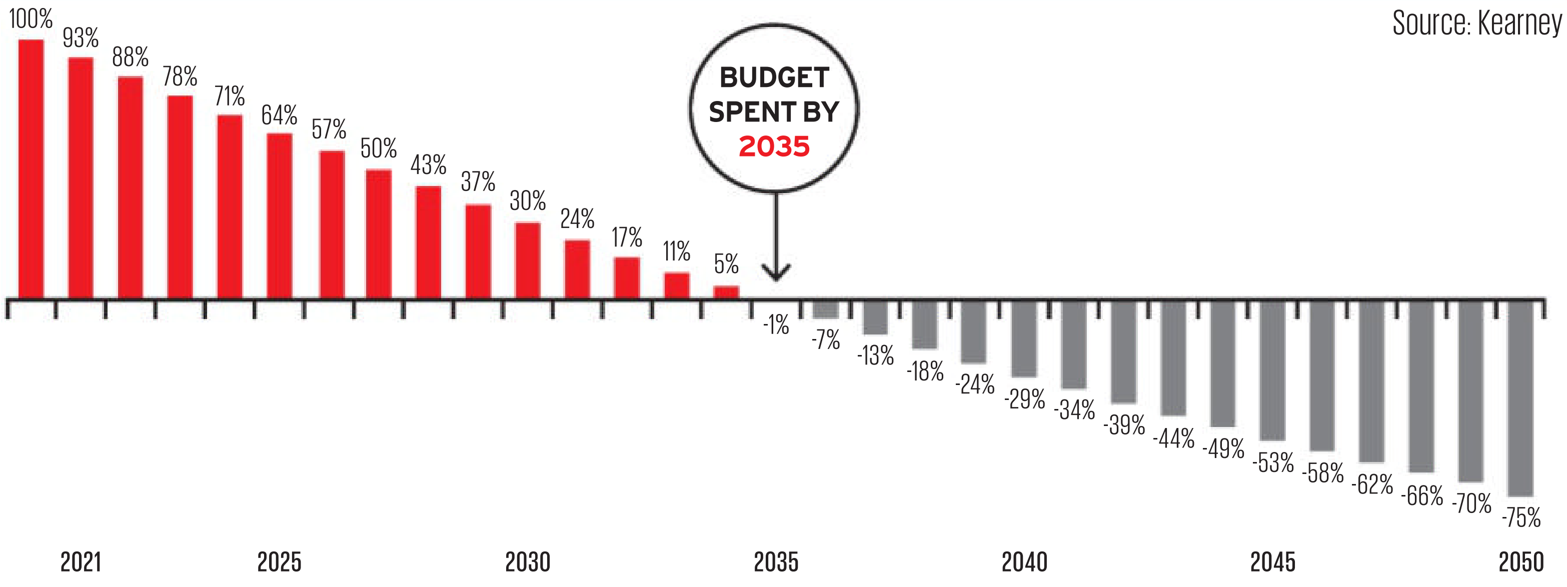
Rivian, Polestar and Kearney have discussed the findings of the report with other car manufacturers, and "none of them have said no" to the prospect of collaboration on emissions-reduction measures.

But Klarén emphasised the need to move quickly, calling on other car makers to identify the areas in which they could look to invest time and begin to hold discussions with like-minded contemporaries immediately.

FELIX PAGE

HOW CAR INDUSTRY WILL BLOW ITS GREENHOUSE GAS BUDGET IF IT DOESN'T CHANGE

Source: Kearney



INDUSTRY FRONT LINE

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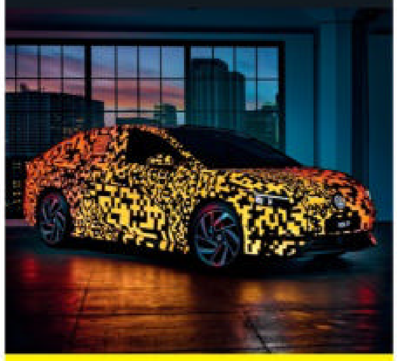


CARIAD TAKES CENTRE STAGE

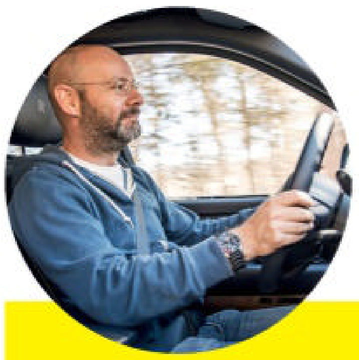
The Volkswagen Group's software division, Cariad, has been at the centre of various controversies in its short three-year life. Yet under new group CEO Oliver Blume, it has become the metronome by which cars are developed. Its next software release will coincide with the launch of the Volkswagen ID 7 (pictured), for example.

SONY AND HONDA EXPLAIN TIE-UP

Sony and Honda caught the world off-guard when they announced a partnership to establish a new electric car brand, their corporate cultures seemingly being at odds. With the launch of Afeela came crucial clarity: Sony brings the vital software knowledge that can take Honda back to the industry's forefront.

FORD BOSS LAMENTS ENORMOUS LOSSES

Ford president Jim Farley has said the firm "should have done much better" after it posted losses of $2 billion (£1.6bn) in 2022. On the firm's fourth-quarter earnings call, he added: "To say I'm frustrated is an understatement, because the year could have been so much more for us."



Matt Prior

TESTER'S NOTES

Selling cars like the Rio at a profit is now almost impossible

Kia says it remains committed to selling small cars in Europe, but as its Rio supermini becomes the latest victim of crossover takeover and a shepherd's crook approaches from stage left to hoick it from sale, the cheap car takes another blow.

Do I have to bore on about this again? I'm sorry, but it feels like we must revisit. As with Fords Fiesta and Puma, the supermini has given way to a crossover with a higher asking price (the Rio starts at £16,150, the Stonic that becomes its de facto replacement £20,100). The maker can't make money from the supermini while meeting the latest regulatory standards without pushing its price so high that buyers opt for the plusher crossover instead.

It's a theme. New cars must be given so much kit that it's becoming impossible to produce them cheaply and profitably. At least the Kia Picanto remains (albeit from £13,400 now), but the Citroën C1 and Peugeot 108 are no more and you can no longer order a Volkswagen Up. No replacement for that is confirmed, but note that Euro 7 emissions rules will add hundreds of quid at least to each small car's price.

There's more. Every time Euro NCAP upgrades its safety tests and the standards become mandatory, kilos and pounds are added to the mix.

Sure, parking assistance via mandatory sensors and cameras might save you backing into something or somebody, but I would be less likely to do that in a Toyota Aygo than in a 4.5-metre-long SUV in the first place.

Lane keeping assistance systems (which are mostly so obtrusive that they're best immediately switched off anyway) make you less likely to veer over the line, but so too would lower and more directionally stable cars.

Manufacturers visit legislators and plead the case about these things, but nobody is really listening. Although given that this is partly as a result of Dieselgate and they can sell as many £40,000 plug-in SUVs as they can make anyway, do prepare your tiniest violin.

The real loser will be seen a few years down the line, when the carer who visits your grandad for his daily personal care finds they can't afford the £1000 bill to replace a headlight.

So here we are: legislating and taxing based on increasingly complex technology, then being surprised that only heavier, more complex and more expensive cars can meet those regulations, and that perhaps, in the real world, the amount of materials and resources that we consume don't actually reduce by much.

As I walked out of a shop last week, a Porsche Cayenne E-Hybrid eased past a parked a Fiat Seicento. Porsche can today sell as many PHEV Cayennes as it can make, but nobody would be allowed to sell a single new Seicento. We're seriously telling ourselves that, to be better for us all, that's the right way around, are we?

One day they might introduce incentives or disincentives that tax cars partly by how much they weigh. I do suspect that's coming, although only after the damage that we're doing to lighter, simpler cars is done and all new cars are complicated and heavy. Car makers won't be able to make them light because the legislation won't allow it, but the justification for the tax will be made, so you and I will face the bill. Again.

And yet somehow the car will still be the most convenient and cheapest way for most of us to get around.

> "The real loser will be seen in a few years, when Grandad's carer can't afford a £1000 headlight"

Cars are getting heavier, more complex and more expensive

GET IN TOUCH
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AUTOCAR

MY WEEK IN CARS

Steve Cropley & Matt Prior

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Steve Cropley

MY WEEK IN CARS

Utmost respect to the ultra-precise line workers at Burnaston

MONDAY
Car factories light my fuse. When you tour a really good one, such as Toyota's mighty Burnaston operation, which I visited for the first time today, you leave wanting to own the damned car. We were on hand to see the revised Corolla being built and to have a drive (see p29). It all bound up into a very absorbing day.

Not long before departing, we spent time with assembly experts from Toyota's dojos (training centres), where recruits learn skills needed on an assembly line. I found the exercises almost impossible. Can you imagine unerringly picking up five tiny self-tapping screws – not four or six – with one hand and manoeuvring them every few seconds so that they're presented perfectly, one by one, to a powered spanner? It certainly increases your respect for modern line workers.

The same thing happened years ago when I had to fit a new steering wheel to a Land Rover, an unexpectedly complex operation. I can feel the beads of sweat on my brow even now.

TUESDAY AM
Akio Toyoda stepping down as CEO of the family firm because being a confirmed car guy limits his effectiveness in the industrial struggle ahead has drawn much comment, but none as succinct as that from an admiring market expert who I've got to know. It's not just its car-making capability that makes Toyota great, my contact observes, but also its retiring leader's lack of hubris. It's hard to imagine any western CEO, whatever their industry, making such a statement on departure.

Many experts – and Stellantis's Carlos Tavares is more outspoken than most – reckon the future looks increasingly difficult. The concern is that Europe and Africa are opening themselves up to rampant imports from China, irreparably harming their own car-making businesses.

> "Europe risks becoming a backwater of service industries and tourism"

The Chinese are starting with low-priced EVs while the Europeans chase high-margin SUVs, but they will soon follow with an assault on all market segments and are likely to be successful.

Without a strong car industry, Europe in particular risks becoming a backwater of service industries and tourism. It's sobering stuff.

TUESDAY PM
Big day: I filled our long-term Vauxhall Astra's washer bottle for the first time in 5000 miles. Meanwhile, the Steering Committee's Mini has needed at least five fills and consumed gallons of that blueish liquid whose cost seems to rise with every garage stop. Why is the Astra so good? Because it has one of those systems that feeds water along the wiper blades, so it merely washes your screen rather than jetting fluid over your roof and onto the car behind. Small advantages like this rarely get into road tests, because we're busy talking about bigger stuff, but they do build your enjoyment of a car – and make you safer.

Dispute over Vanwall name has been settled
Vanwall
VANDERVELL LEAD INDIUM BEARINGS

WEDNESDAY
The grand prix constructor Vanwall was an icon of my earliest motoring days, so it has been fascinating to watch the recent twists and turns surrounding ownership of the name.

British entrepreneur Ian Sanderson (who I claim as a friend) has owned it for more than a decade, but his applecart was upended recently when Germany-based Colin Kolles, well known in racing circles, revealed plans for a World Endurance Championship hypercar campaign and a road car range bearing the famous name.

Sanderson has promptly verified, via relevant EU authorities, that the brand is his property entirely, and he denies Kolles permission to use it.

Having already produced a Vanwall book, created several continuation cars and fronted an exhibition at Brooklands, Sanderson is on a marque development path of his own and says this doesn't include sanctioning anyone else's race or car programmes.

Polite to a fault, Sanderson "wishes Kolles well" with his racing, provided he uses his own name.

AND ANOTHER THING...

Like many, I'd been wondering whether donors to the Bloodhound land speed record project (whose names went on its tailfin) would maintain that status in future. Reader George Kooluris has been in touch with Bloodhound to confirm that we're all still there and still will be whenever the car gets its days in the desert.

Georgie Gregg
Aida Ayoub
Robt Rapp
Alise Ables
Willis Wert
Branda Bice
Ayanna Ault
Rebecca
Charise Chumley
Latosha
Johana Jolley
Misha
George Galindo
Daria Davy
Rosaria
Donnette
Tulloch

GET IN TOUCH
✉ steve.cropley@haymarket.com @stvcr

Damien Smith

RACING LINES

FW45 replaces what was 2022's least competitive car

SARGEANT MAJORS IN F1

But the American driver has a mountain to climb with Williams

The Formula 1 season begins next week with three days of official testing in Bahrain, before the teams reconvene at the same venue for the opening grand prix of the year on 5 March. Pity the rookie, Logan Sargeant.

For the young American, just a day and a half of running in the new Williams will be his sole real-world preparation, outside of simulator work, before he's pitched onto the grid for his maiden grand prix.

In the distant past, F1 teams spent all winter pounding the tracks and chasing the sun in South Africa and Rio de Janeiro, or in Spain and Paul Ricard in Europe. Such extravagance must seem hard to believe for drivers of Sargeant's generation, as strict caps on everything limits off-season preparations today to the gym and the sim.

"I wouldn't say I'm going in on the back foot," reckons the 22-year-old, putting on a brave face. "You just have to take things as they come. Having only a day and a half of track time means it is absolutely vital to make the most of it. It is what it is. I feel like I've prepared to the best of my ability."

Let's hope for his sake the new FW45 runs reliably.

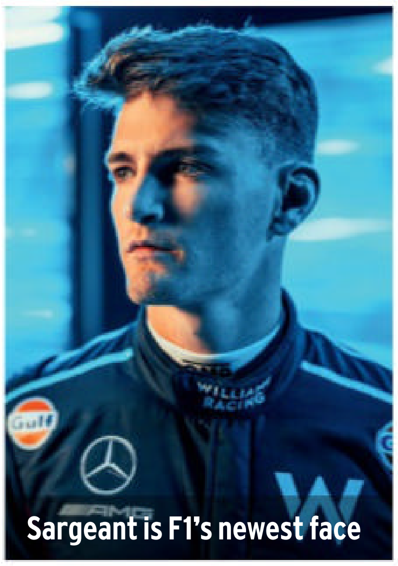
SACRIFICES OF YOUTH

Sargeant is the first American in F1 since Alexander Rossi made five appearances for the now-defunct Marussia team back in 2015. Not too much is expected from the young man from Fort Lauderdale, Florida, who finished an unremarkable fourth in Formula 2 last year and now finds himself in a once-great team now propping up the F1 grid. But while the social media trolls will be rubbing their knuckles, it's worth taking a moment to consider what Sargeant has sacrificed and put himself through to get this far.

"I moved to Europe when I was 12 to race on the European karting scene," he says. "My family lived with me for the first couple of years. Then I lived at a school for a year, which was an experience but pretty cool. Then I moved to London and I've been there ever since. The last few years, I've been on my own. It was difficult at times and a bit lonely – but obviously worth it in the end."

> “I moved to Europe when I was 12. It was difficult at times and a bit lonely – but worth it in the end”

As recently as 2021, Sargeant tried his hand at sports car racing, thinking his dream of F1 would always be exactly that.



Sargeant is F1's newest face

"I was 100% sure it was dead at that point," he says. "I thought I was heading towards the LMP [World Endurance Championship] or Indycar route. At the time, I was content with that. In the end, it was all beneficial and helped me massively. I'm glad I did it all."

No one is pretending that Sargeant is the next Max Verstappen. But in the context of the commitment he has made since he was a young boy far from home, he has surely earned his shot.

ALBON READY TO LEAD

He joins Alex Albon at Williams this year as the Anglo-Thai heads into his sophomore season at the team. The 26-year-old has developed into a natural team leader since Red Bull dropped him after a single season (2020) as team-mate to Verstappen. Albon will be a great yardstick for his rookie team-mate and will naturally take the lead when it comes to car development, as Williams seeks yet another revival.

"We're definitely in a better position than we were at the end of last year," says Albon. "But I don't know how that translates to the circuit, because I don't know how big a step everyone else is going to make. We've been driving on the simulator, and there's a lot that can mislead and not correlate. You never quite know."

MEET THE NEW BOSS

There's another big unknown for the two Williams drivers: Jost Capito, the man who hired them both, has gone, to be replaced by James Vowles, formerly chief strategist at the Mercedes-AMG team, who takes up his first team principal post this week.

"Everyone I know speaks very highly of James, Jost included," says Albon. "He can bring a lot to the table."

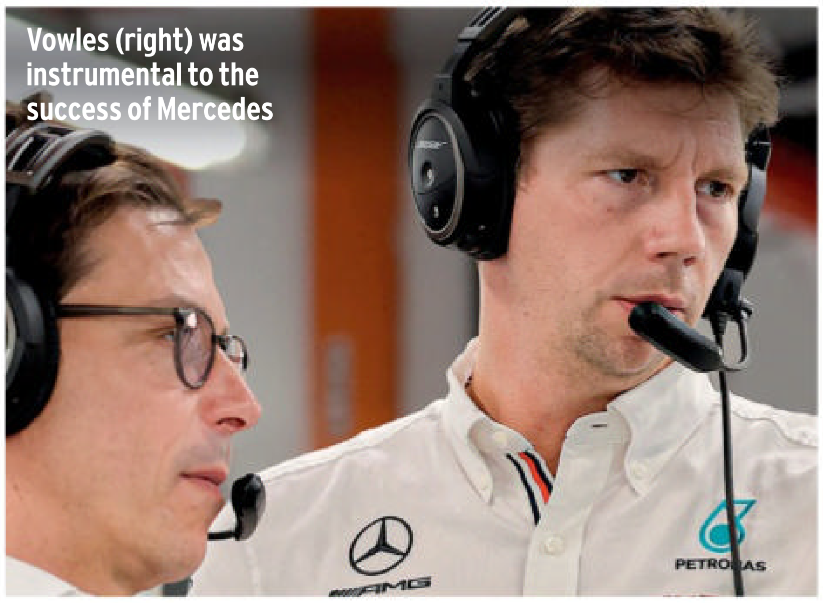
"Jost was obviously a massive supporter of mine," adds Sargeant. "He gave me the opportunity to race in F2 and in F1, and he was a great person to work with.

"He came back to this job after he had already retired, so it was a big ask for him to do these long seasons.

"To have James coming in is a special opportunity. He has worked with young drivers at Mercedes, so I'm hoping I can learn from him."

Both must have a few reservations about losing Capito. As for Vowles, it's unlikely that he will have any concerns about his inherited drivers. He faces quite a job list if he is, to repurpose a certain American phrase, make Williams great again.

"It will take time," admits Albon. "It doesn't happen over one year, as much as we wish it did. Cars tend to have a language, a DNA, and tend to have the same characteristics year to year. You can see the problems and think you understand them, but it's a tricky business. I feel like we're still trying to understand them to get on top of them. We'll see in Bahrain."


Vowles (right) was instrumental to the success of Mercedes

Red Bull Ford POWERTRAINS

GOOD WEEK

FORD

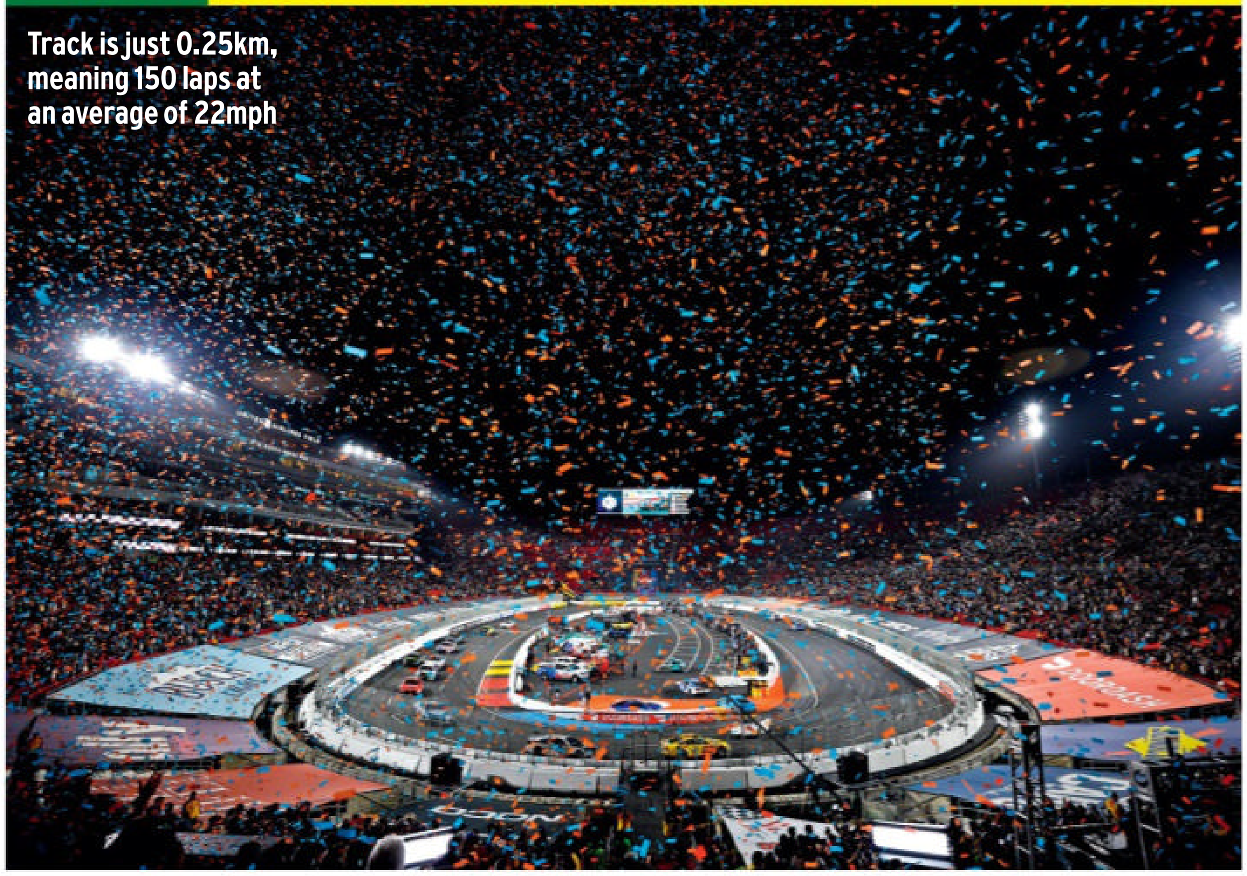
It's fantastic to see Ford gearing up for an F1 return, in partnership with Red Bull Racing and its sister squad AlphaTauri from 2026. The comeback is further proof of the so-called 'Netflix effect', as F1's new love affair with the US steps up another gear.

BAD WEEK

HONDA

But where does the Ford deal leave Honda? Its logos are back on the sides of the Red Bull cars, but the renewed partnership is only an interim deal before the champion team jumps into bed with a rival. Might Honda find a new partner and stay in F1 after 2025?

TOP STEP Nascar Clash at the Coliseum


Track is just 0.25km, meaning 150 laps at an average of 22mph

TEMPERS FRAYED AS the Nascar Cup Series started its 2023 with a fender-bending Clash at California's Los Angeles Memorial Coliseum.

The 150-lap gladiatorial pre-season race on the quarter-mile oval was peppered by 16 caution periods, in an event that Kyle Busch described as a "disaster" after "disrespect from everybody".

Martin Truex Jr didn't win at all last year in his Joe Gibbs Toyota, but he was bumped into the lead with 24 laps to go in LA and survived two final caution period restarts to score a sweet victory.

He saw off Richard Childress Chevrolet pairing Busch and Austin Dillon, but the runner-up was the cause of great angst.

Dillon had "dumped" a disgruntled Bubba Wallace into the wall in the closing stages, whereupon Wallace returned with retribution on his mind.

Dillon survived to finish second in a fraught race that brought out the worst – or the best, depending on your point of view – in Nascar's modern generation. Just like old times.

Several drivers punted each other into spins throughout the race

MOTORSPORT GREATS
JEAN-PIERRE JABOUILLE

Another of France's golden generation has left us. Jean-Pierre Jabouille, who died recently at the age of 80, is forever enshrined as the first driver to win a Formula 1 grand prix with a turbocharged engine. But he took his time to make it to the sharp end of F1.

Jabouille starred in Formula 3 way back in 1968, then spent years racing in Formula 2 and sports cars. He finally won the European F2 crown in 1976, then became Renault's trusted development driver as The Régie pioneered its 1.5-litre turbo unit.

What started as the joke of the paddock had matured by 1979, when Jabouille conquered the French GP at Dijon – although his success was overshadowed by the famous wheel-bashing duel for second between his team-mate René Arnoux and Ferrari's Gilles Villeneuve. Jabouille scored another well-judged win at the Österreichring in 1980, before he sustained badly broken legs when a suspension failure sent him into a crash in Montreal. He did return in 1981 with Ligier, but the injuries forced his F1 retirement.

Still, racing in touring cars and even Peugeot's Group C endurance wonders in the 1990s kept him active, before he ran the firm's unsuccessful mid-1990s F1 engine supply campaign.

Your correspondent encountered Jabouille a few years later, when he was running his own sports car racing team, and he was as cool as you would expect – if a little intimidating.

GETTY IMAGES / EDDI LAUMANNS

FIRST DRIVES

NEW CARS TESTED AND RATED

TESTED 25.1.23, ROME, ITALY **ON SALE** JULY **PRICE** £160,000 (EST)

MASERATI GRANTURISMO TROFEO

Rejuvenated luxury coupé has impressed in electric form, but is it even better with the MC20's 542bhp petrol V6?

There's a fair weight of responsibility resting on the shapely shoulders of the new Maserati Granturismo. The latest addition to the Italian maker's increasingly fresh line-up won't be the biggest money-maker (that will be the Grecale, which is pitched at the heart of the premium SUV sector) or the most exciting (take a bow, the MC20 supercar), but it's the machine that in many respects embodies the trident brand's rich heritage yet is also entrusted with setting out its store for the future.

With a history stretching back 75 years and 12 generations (albeit bearing many different names), the Granturismo has been a near-permanent fixture in Maserati's century-long life and remains something of a talisman. Like that other sporting icon, the Porsche 911, it has evolved greatly over the years but has aimed to retain its unique character – in this case, one that has always aimed to blend exotic looks and surprising usability with effortless performance and a dollop of driver delight.

So it's perhaps no shock that this latest version was chosen as the basis for Maserati's first steps into an electric future in the form of the 751bhp Folgore, which our Matt Prior has already driven in pre-production form (4 January) and rather liked. However, while this technological tour de force sets the tone for the years ahead, there's still healthy demand for an ICE version of this Italian icon.

Unsurprisingly, the V6 petrol version looks very like its battery brother, and both in turn draw heavily on the visual template set by the previous Granturismo. With more than 40,000 examples of that car finding homes over its lengthy 12-year life (small beer by rivals' standards but big for this boutique brand), it makes sense that the design team decided not to mess with the formula. It's not an eyes-out-on-stalks head-turner, but there's an undeniable elegance to the neatly proportioned new coupé.

Under the skin, however, this is a totally bespoke and all-new offering, designed from the outset to house both high-voltage and high-octane propulsion.

All versions feature a structure that's about 65% aluminium, but the ICE models feature different sills that reinstate some of the stiffness lost to the EV, which uses its centrally mounted battery as a stressed chassis component. ➔

From this architecture hangs double-wishbone suspension at the front, a five-link axle at the rear and height-adjustable air springs. Those prove a useful addition when it comes to calibrating a set-up that's required to cope with a chunky 465kg spread in kerb weight between EV and ICE (it's a hefty 2260kg for the Folgore compared with 1795kg for the Trofeo).

Under the long bonnet of our test car is the now familiar twin-turbocharged 3.0-litre Nettuno V6 from the MC20, complete with Formula 1-inspired combustion-chamber technology and fuel-saving cylinder deactivation. In the Trofeo, it produces a deep-chested 542bhp and a rippling 479lb ft of torque at a usefully low 3000rpm.

This is linked to a ZF eight-speed automatic gearbox and a four-wheel drive system that can shuffle 100% of the available torque to the rear wheels, divide it equally between the axles or anything in between. In normal running, though, it usually runs a 30:70 split, front to rear.

There's a trick torque-vectoring limited-slip differential at the rear, while the front diff is mounted just ahead of the engine, helping to keep the V6 low and between the axles, thus aiding the centre of gravity, the polar moment of inertia and the weight distribution, which is a commendable 52:48, front to rear.

So the raw ingredients appear compelling, but what's the Trofeo like to drive? Well, before we get to that, there's a caveat. Once again we've been given a new Maserati on winter tyres in temperatures quite a few degrees above their ideal operating conditions. So while we can get a fairly reliable steer on its dynamic demeanour, we must hold our definitive verdict for when we can try it on representative rubber.

It can go toe to toe with Astons and Porsches on roads like this

One thing is for certain, however, and that's the fact that the Nettuno lacks the aural authority of the old Granturismo's operatic V8. There's no lack of lag-free muscle and its outright urge is almost supercar-silly (Maserati claims 3.5sec for the 0-62mph sprint), but at low to medium revs, the directly injected engine has the sort of gruff but reasonably refined voice you would expect from a diesel V6, which is a little out of keeping with the car's supposedly sophisticated shtick.

Engaging Sport or Corsa driving mode (gratifyingly easy, thanks to the handy steering wheel-mounted rotary selector) sharpens responses and uncorks the exhaust system for some enhanced snap, crackle and pop, but there's still none of the spine-tingling theatrics that made the atmo V8 such a sonic treat.

It's not a deal-breaker as such, but the lack of mechanical musicality seems particularly disappointing, given Maserati's back catalogue.

On the plus side, the gearbox slices quickly and cleanly through its ratios whether you're leaving it to its own devices or taking manual control by pulling the slender alloy paddles behind the steering wheel.

The brakes are strong and progressive too, once you've got past the slightly sharp initial response.

And as you would expect from four-wheel drive, traction is limpet-like off the line.

The steering is quick and precise, if lacking any real feedback, while there's decent turn-in bite even despite the squidge of the cold-weather rubber.

The Granturismo rotates nicely around your hips, the near-perfect weight distribution allowing you to spread the cornering loads equally between the front and rear axles.

Of course, with all that turbo muscle and the rear-biased four-wheel drive system, it's also possible to subtly alter your exit trajectory using a bootful of throttle.

In Sport or Corsa mode, the dampers are on high alert and body movements are tautly controlled, but even in Comfort mode the Granturismo can raise a grin, the extra suppleness allowing it to tackle give-and-take secondaries with a pleasing poise and fluidity.

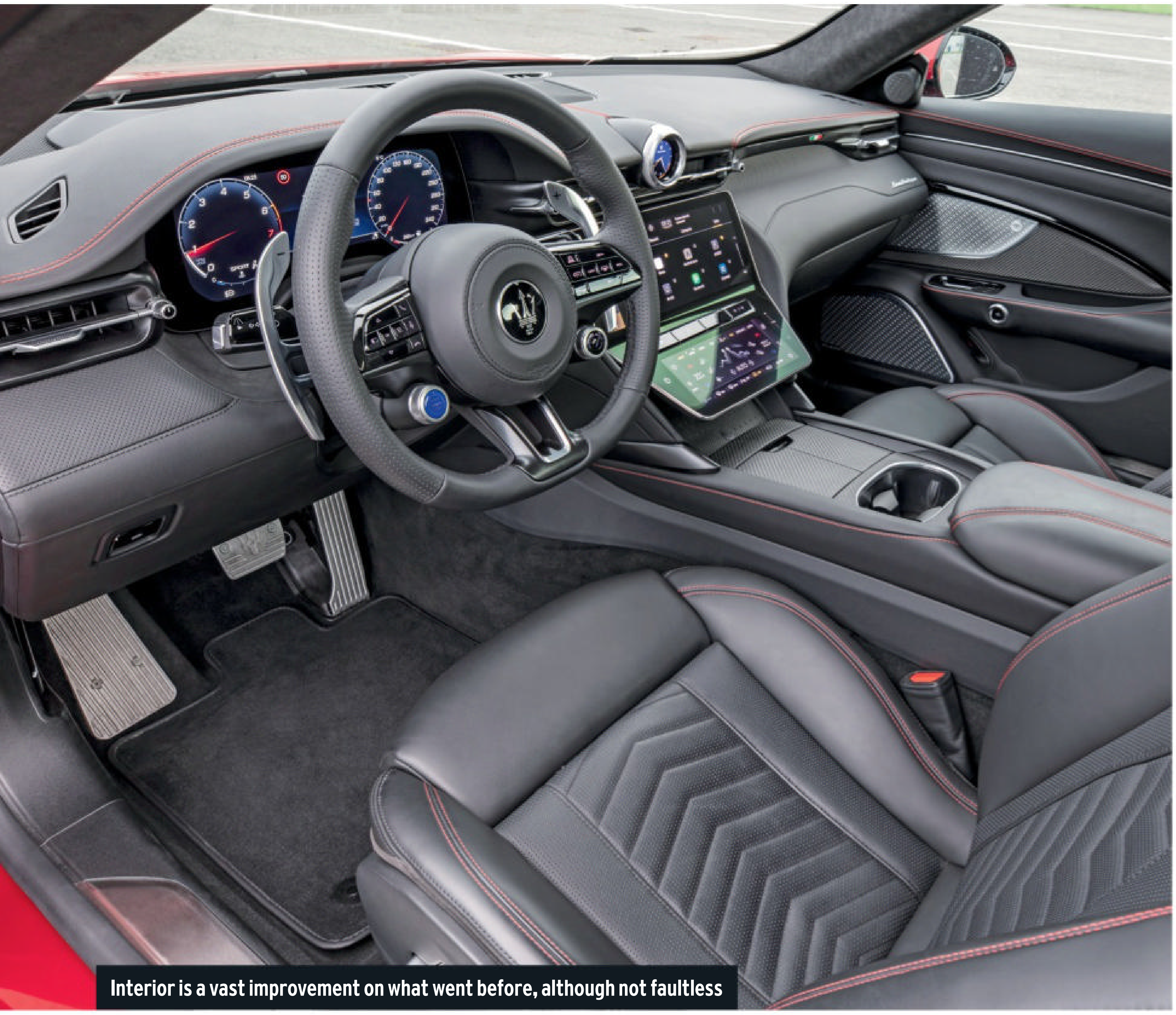
This lends it an easy-going character that means it's likely to be less draining to drive quickly for long periods, which is what grand tourers are all about.

It's helped in this regard by excellent visibility, this breeding confidence in you by making the car easy to place on the road, which in turn creates a sense of compactness

Torque-vectoring four-wheel drive affords effortless cross-country pace

TESTER'S NOTE

To celebrate the Granturismo's 75th anniversary, Maserati is launching the new car with a limited run of 300 Primaserie models, 150 of them based on the Trofeo, 150 on the Folgore. **JD**



Interior is a vast improvement on what went before, although not faultless

LESS IS MODENA

Opening the Granturismo range is the Modena, which will weigh in at an expected £140,000. It's essentially the same as the Trofeo, but the Nettuno V6 is pegged at 483bhp, the electronic limited-slip differential is replaced by a mechanical item and there's no track-biased Corsa driving mode.

There's little difference in real-world performance between the Modena and the Trofeo, a feeling that's reflected in a 0-62mph time that's just 0.2sec off the more muscular model's.

What's more, they're pretty much identical dynamically, with the lack of that most extreme mode arguably no great loss when you consider that cars like this are never likely to see circuit time.

If you're after Top Trumps bragging rights, then take the Trofeo, but in our view the Modena gives you pretty much the full Granturismo experience for £20,000 less.

at odds with dimensions that record nearly five metres nose to tail and two metres across the hips.

Ultimately, it isn't as invigorating as the 911 Turbo, but it feels lighter on its feet than the Bentley Continental GT and more faithful than the Aston Martin DB11.

When it comes to continent-crushing capability, it also makes a fair fist of leaving you relaxed and refreshed when you arrive at your long-haul destination. Noise levels are impressively low and there's just enough luxurious waft to the ride on undulating but smoothly surfaced roads. Unfortunately, sharper imperfections are less adeptly dealt with, the suspension often reacting with a noisy stiff-legged gait that's heard as much as it's felt. Bentley custodians won't be impressed.

Still, at least the interior of the Modenese machine has come on leaps and bounds. High-grade materials are used throughout and the quality of the finish is pretty much on par with its upper-crust rivals, even if some smaller bits of plastic trim look and feel a little more Fiat Tipo than Granturismo.

Put proudly on the centre console is Maserati's latest touchscreen infotainment system, which is visually slick but home to too many functions. I challenge you to turn on the headlights in a hurry.

The driving position is nicely low slung, while neat packaging also means it's just about possible to fit four average-size adults for short trips, provided everyone is willing to compromise a little on their comfort, while the 310-litre boot should easily handle a long weekend's worth of luggage.

The Trofeo is expected to ring the till at a hefty £160,000 in the UK, which is bang on the money for the Continental GT V8 and about £10,000 more than the 911 Turbo.

It can't match the aristocratic image and five-star comfort of the former, nor the sharper edged dynamics and adrenaline-pumping pace of the latter, but it's not hard to see the appeal of the Granturismo, which is a vastly more polished performer than its predecessor, even if its engine lacks the old stager's charisma and siren call.

Crucially, it still packs enough magnetic Latin style, charm and personality to make it a tempting left-field choice in this rarefied corner of the market.

JAMES DISDALE

Design is a positive progression in our eyes, engine perhaps not so

MASERATI GRANTURISMO TROFEO

Adroitly blends engagement, usability and elegance but is let down by a slightly charmless engine

★★★★☆

Price	£160,000 (est)
Engine	V6, 3000cc, twin-turbocharged, petrol
Power	542bhp at 6500rpm
Torque	479lb ft at 3000rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	1795kg
0-62mph	3.5sec
Top speed	199mph
Economy	na
CO_2, tax band	na
RIVALS	Aston Martin DB11, Porsche 911 Turbo

TESTER'S NOTE
You need to visit four different places to fully turn off the CX-60's lane keeping assistance and lane departure warning systems. How much driver distraction are these things really worth? **MS**

TESTED 9.2.23, BARCELONA, SPAIN **ON SALE** NOW

MAZDA CX-60 3.3 E-SKYACTIV D

Admirably defiant Mazda creates an all-new straight-six diesel engine for its big SUV

The recently confirmed Euro 7 emissions regulations may have forced some investment here and there, but few firms seem to be doing proper research and development on brand-new combustion engines any more, clearly having other priorities.

Mazda, as ever, is different. It believes in a global decarbonisation strategy that makes room for ICEs while there's still call for them and while they can still be made more efficient. And as its new CX-60 3.3 e-Skyactiv D clearly demonstrates, in the case of the bigger ones in particular, they absolutely can.

Mazda's product renewal plan happens to have just delivered a new family of larger, longways-engined SUVs: the CX-60 last year, the seven-seat CX-80 to Europe later this year and their CX-70 and CX-90 siblings to other global markets.

And because the markets in which those cars will be sold still have an appetite for petrol and diesel (Japan itself remains fairly BEV-sceptical), they need new big engines to match, in addition to hybrid and plug-in hybrid options.

That's how it is that the CX-60, which arrived in the UK last year in four-cylinder PHEV form, is now getting a box-fresh, 3.3-litre straight-six turbodiesel engine.

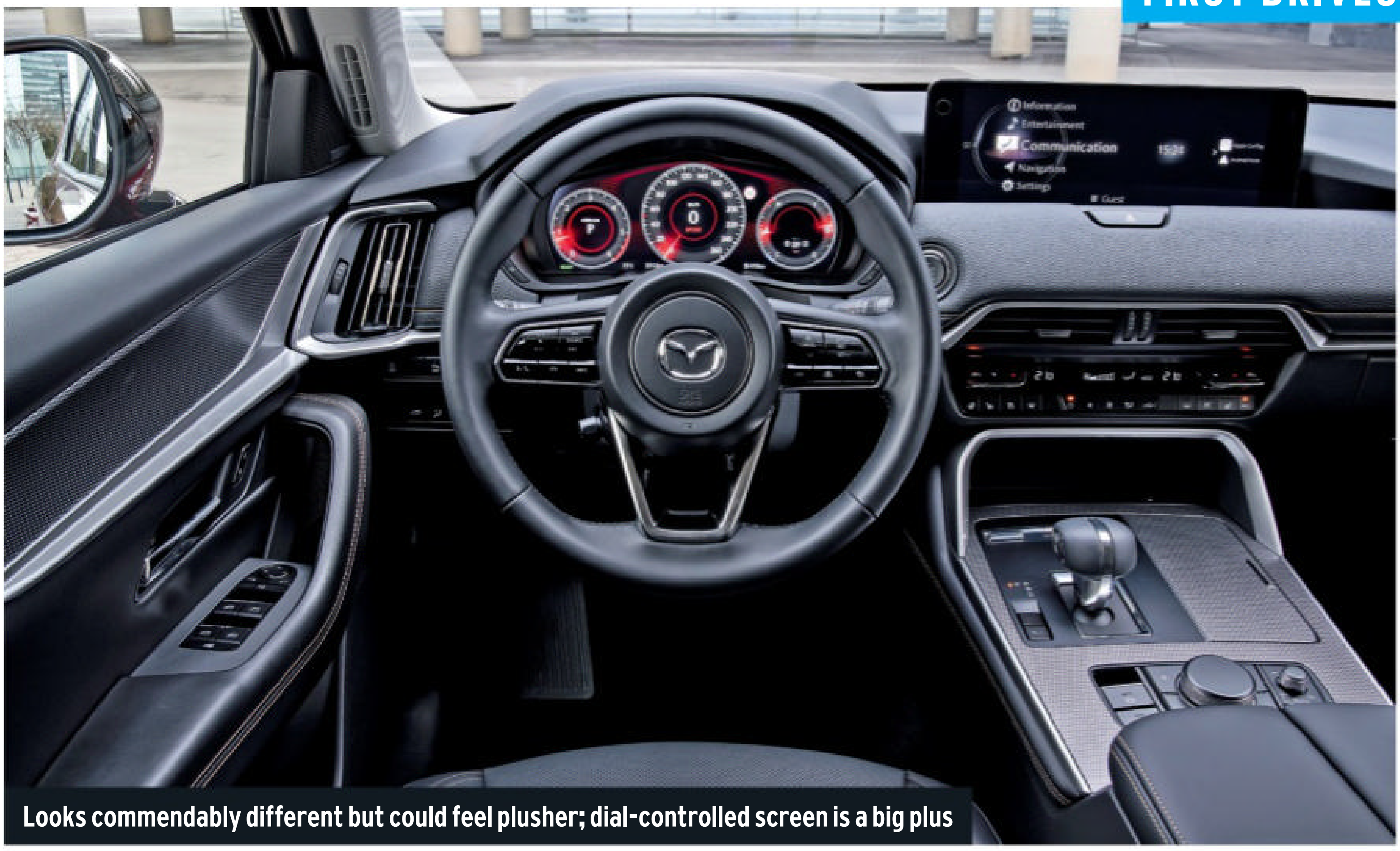
To European eyes, its appearance may seem a bit of an anachronism: an only mildly hybridised straight-six diesel in a mid-size, premium-price SUV at a time when so many customers apparently wouldn't contemplate spending lots on a car that didn't come with a plug?

Mazda's biggest car is roomy and has a huge boot but no third row

The answer, as Mazda has it, is pretty simple: in a car of this size, a six-pot diesel is actually cleaner and more economical than a four-pot.

As Heiko Strietzel – manager of the powertrain development team behind the unit – explains, a bigger engine can produce the torque necessary to cover most of the propulsive needs of the CX-60 at lower loads, revs and combustion temperatures than an equivalent four-pot. By applying an innovative new piston design and a fuel injection method called DCPCI (Distribution-Controlled Partially Premixed Compression Ignition), that engine can more than offset the impacts of its greater mass, friction and swept capacity simply by remaining in a closely controlled, lean-burn state of operation for longer than a four-pot might.

"Because it can operate at better than 40% thermal efficiency for so much of the time, our research confirms that the 3.3-litre six-cylinder diesel engine is right-



Looks commendably different but could feel plusher; dial-controlled screen is a big plus

Ride and handling don't really compare to tight Audi or BMW efforts

sized for the CX-60," says Strietzel.

The car's WLTP fuel economy and CO_2 emissions lab test results would tend to confirm that when compared with those of the car's four-cylinder diesel rivals.

Neat trick, eh? For Mazda's next one, let's hope for an atmo 7.3-litre petrol V12 that will do 150mpg.

The diesel will be available in two states of tune: 197bhp with rear-wheel drive and 251bhp with four-wheel drive.

Both variants use a new, Mazda-developed eight-speed automatic gearbox with a pair of wet clutches instead of a torque converter, plus a 48V electrical system that can contribute up to 113lb ft of torque to the driveline but tends only to boost the engine's performance rather than drive the wheels all on its own.

There's a distantly coarse chug about the engine's audible character at idle, a little like a ferry leaving its harbour berth. But at cruising revs, it settles into smoother stride.

Mazda accepts that its lean-fuelling calibration (which the engine adopts at crank speeds up to about 2200rpm and at up to about 250lb ft of load) does make the combustion sound a little more clattery than a typical modern diesel. It opted for that 'perfect balance' straight-six configuration at least in part to mitigate the issue.

The desired effect is mostly achieved. It revs quite freely up beyond 4000rpm, with generous and wide-spread torque. It's quiet enough under light loads, too, and while there's a bit too much digital engine noise synthesis, especially at full power, it's still fairly rich and enticing to extend, and potent-feeling under your right foot.

The gearbox shifts smoothly and with intelligent timing, seemingly knowing when to hold a higher gear and when to drop it. It has a paddle-shift manual mode whose shifts could be a little bit quicker but are certainly fast enough not to offend.

It's a pity so much else about the CX-60 isn't quite at a commensurate level of richness or sophistication.

The cabin has a good driving position, offers adult-appropriate passenger space and is appointed in a mix of quite appealing textiles and leathers – but also of cheaper-looking switches and mouldings in plenty of places. Key touchpoints, from the exterior door handles to the gear selector, feel surprisingly plasticky and lightweight, and the doors close with a tinny clang.

Isolation from wind and road noise is also a little disappointing.

And while the handling and steering are good for a larger SUV, the ride can be slightly sprongy, jittery and occasionally noisy.

Evidently Mazda still has a bit to learn about making really convincing premium cars. But in one respect in particular – a 3.3-litre straight-six diesel engine that feels ideal for towing and long-distance driving and can return 50mpg easily and 65mpg if you try a bit – it now has a selling point that plenty of us, especially those who don't pay benefit-in-kind tax and who aren't in a position to regularly charge an electrified alternative, could surely find a use for.

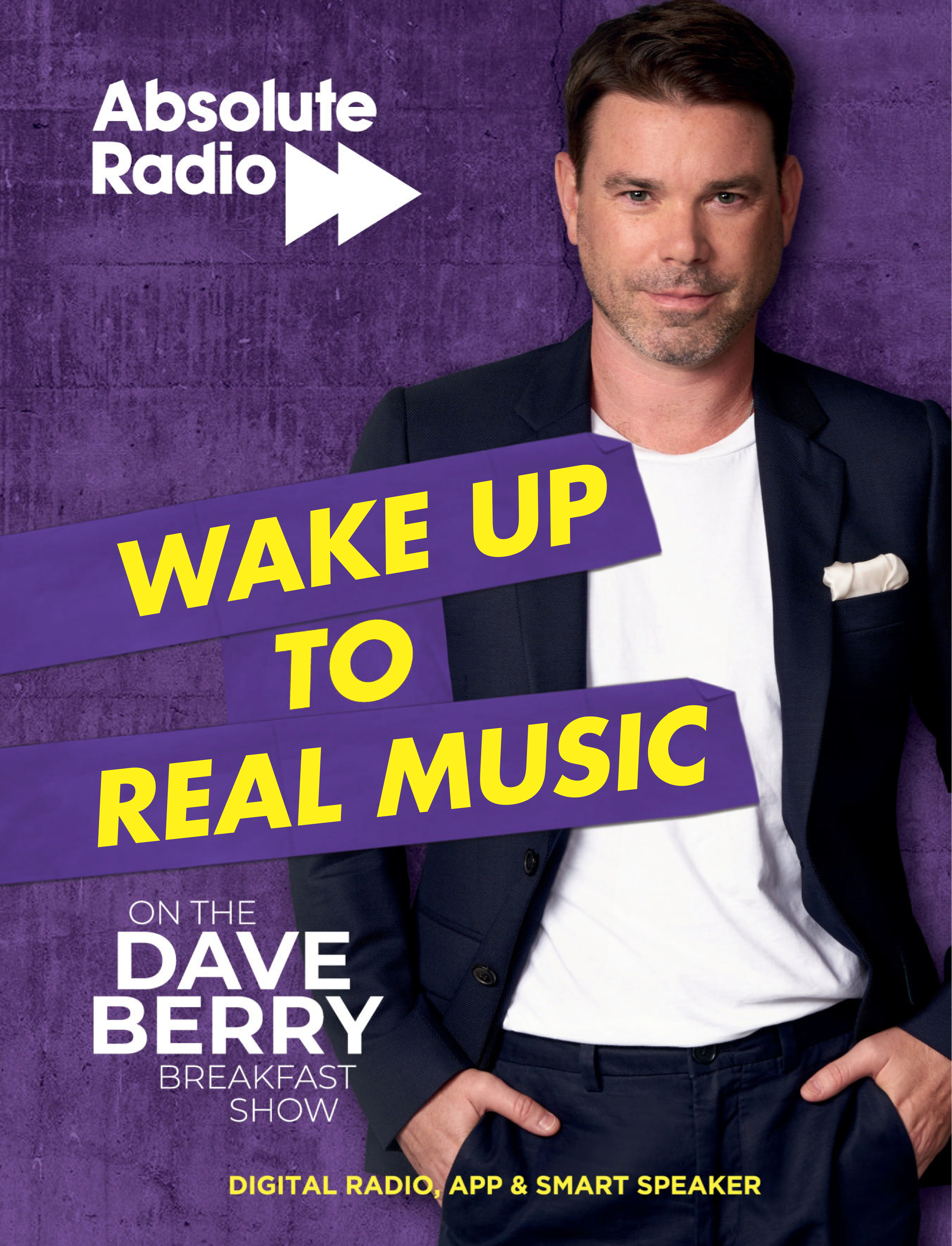
MATT SAUNDERS
@thedarkstormy1

MAZDA CX-60 3.3 E-SKYACTIV D 200 RWD EXCLUSIVE LINE

Short on refinement and polish, but the new diesel engine might just be worth overlooking those faults for

★★★⯪☆

Price	£42,800
Engine	6 cyls in line, 3283cc, turbocharged, diesel
Power	197bhp at 3600-4200rpm
Torque	332lb ft at 1400-3000rpm
Gearbox	8-spd dual-clutch auto, RWD
Kerb weight	1816kg
0-62mph	8.4sec
Top speed	132mph
Economy	56.5mpg
CO_2, tax band	128-130g/km, 30-31%
RIVALS	Audi Q5, BMW X3, Land Rover Discovery Sport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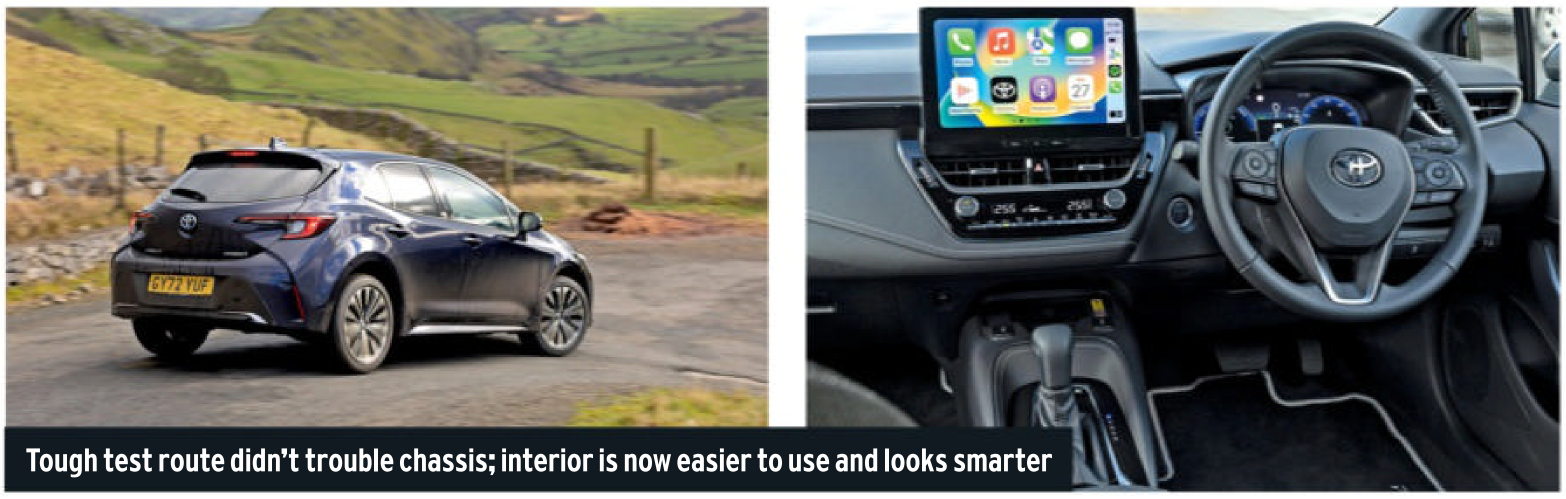
TOYOTA COROLLA

Fifth generation of Toyota's hybrid powertrain for newly upgraded family hatchback


Tough test route didn't trouble chassis; interior is now easier to use and looks smarter

Ford may reckon it's time to kill the family hatchback in Europe, but Toyota, whose UK-made Corolla now outsells the formerly market-leading Focus by nearly 20%, begs to differ.

The Japanese giant has just made a wide-ranging series of updates to the Corolla, which currently jousts with Kia's Ceed for second position behind the Volkswagen Golf in our C-segment hatchback market.

The aim, it says, is to keep UK sales steady at their recent annual 18,000-plus level for the next few years while selling the other 85% of the hatchbacks and estates made in the vast, 500-per-day Burnaston plant into 35 export markets, the bulk of them going to the EU.

Toyota's experts are well aware of a decade-long decline in demand in this segment, noting that SUV sales in the same class exceeded hatchbacks for the first time during 2021, but they also say the class is stabilising and that for the next few years volume will stay within two per cent of SUVs.

The updates to the Corolla fall into four areas: cosmetic changes (new headlights, grilles, wheel designs and colour options); a fifth generation of the famous Prius-bred full hybrid system that powers every Corolla; a new suite of driver assistance and active safety systems; and major improvements to the cockpit systems, the clearest signs of which are bigger screens with improved functionality.

There are now four trim levels: Icon, Design, GR Sport and Excel, Trek having disappeared. Excel and GR share the top rung, the former being a luxury option and the latter sportier in look if not performance.

Prices start at £30,210 for the 1.8-litre Icon and rise to £35,145 for the 2.0-litre Excel. The Touring Sports bodystyle adds around £1700.

All models have a four-cylinder turbo petrol engine, an electric motor, a battery and a CVT.

Both engines have been upgraded. The 1.8-litre is up 14% to 138bhp, the 2.0-litre up 6% to 193bhp. These boosts are best demonstrated by the cars' sharpened acceleration: the 1.8-litre model's 0-62mph time improves by 1.8sec to 9.1sec, the 2.0-litre model's by 0.5sec to 7.4sec.

Closer examination of the powertrain's minutiae shows why Toyota labels the new Corolla's set-up as a fifth generation: the control unit is new, there's a smaller and more powerful battery, the transaxle motor is redesigned to save 16-18kg depending on version and the whole motor-transaxle unit is more compact. The claimed effect is better accelerator response and less of the 'rubber-band effect' as the car accelerates.

Our 1.8 Design test car has the familiar Corolla demeanour: a quiet power delivery and a supple suspension that's quiet over bumps yet keeps a nice degree of body control just the same.

The steering is light and accurate, tightening pleasantly in the most sporting driving mode. Cornering grip is dependable and plentiful, with a neutral stance that tends towards understeer near the limit.

What's different, as promised, is the accelerator response. The feeling of disconnection between the engine and the progress is much reduced, at least until you give the car its head, although it will still rev pretty high (but smoothly) when pressed hard.

At that stage, performance feels impressively strong. It's easy to see why Toyota believes this 1.8-litre will be the bigger-selling engine.

Toyota integrity is present in spades, but also the Corolla is more of a driver's car than before. Now, as perhaps not before, it goes as well as it looks.

STEVE CROPLEY
@stvcr

TOYOTA COROLLA 1.8 HYBRID DESIGN

Cockpit revisions will tempt interest, while fifth generation of powertrain noticeably improves performance

★★★★☆

Price	£31,780
Engine	4 cyls in line, 1789cc, turbo, petrol, plus electric motor
Power	138bhp
Torque	105lb ft at 3600rpm (ICE)
Gearbox	CVT, FWD
Kerb weight	1410kg
0-62mph	9.1sec
Top speed	112mph
Economy	60.1mpg
CO_2, tax band	105g/km, 25%
RIVALS	Kia Ceed, Volkswagen Golf

TESTER'S NOTE
The new combination of a 10.5in central screen and a highly configurable 12.3in 'combimeter' moves the Corolla close to the top of the class, especially now there are knobs for most-used functions. **SC**

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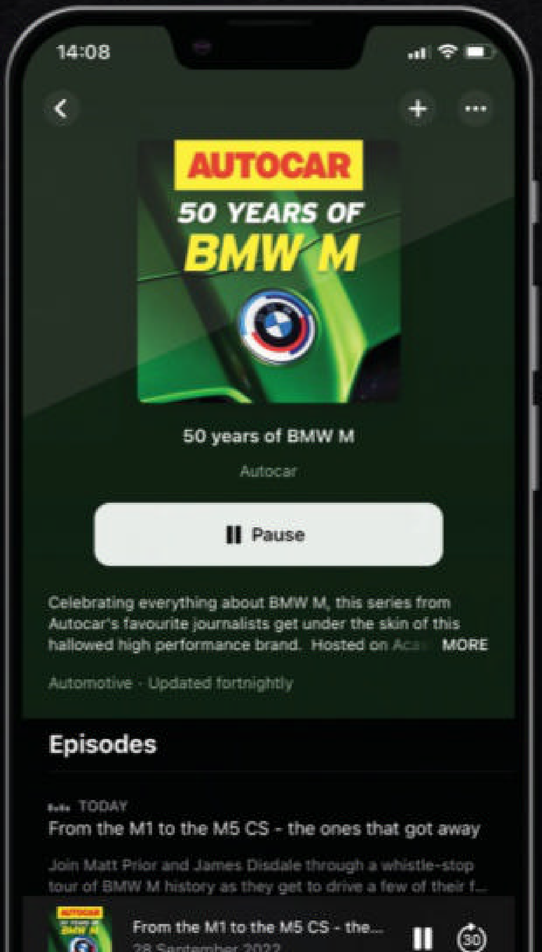


50 years of BMW M

Autocar

Celebrating everything about BMW M, this series from Autocar's favourite journalists get under the skin of this hallowed high performance brand. Hosted on Aca

Automotive · Updated fortnightly

TODAY

From the M1 to the M5 CS - the ones that got away

Join Matt Prior and James Disdale through a whistle-stop tour of BMW M history as they get to drive a few of their f...

From the M1 to the M5 CS - the...

AUTOCAR PERFORMANCE

SCAN ME & LISTEN NOW

TESTER'S NOTE
Along with a proper 4WD system, selectable terrain management and a programmable R button for all your favourites, the Raptor R offers the choice of four exhaust levels. Four! There's Quiet (no thank you), Normal, Sport and something called Baja – which is only for off-road use and loud enough to give the cacti hearing damage… **BM**

TESTED 3.2.23, NORTH VANCOUVER, CANADA **ON SALE** LATE 2023 (NORTH AMERICA)

FORD F-150 RAPTOR R

Steroidal, 690bhp F-150 is perfect for those for whom excess is not enough

The word 'overkill' dates back to the 1940s, referring to the multiples by which mankind could be nuked into extinction. Black humour dubbed the phenomenon 'pounding the rubble' but even cold war tensions can't match the excess of the arms race between pick-up truck makers in the US. Here's Ford's latest tactical weapon, built to knock Dodge and Chevrolet back into the stone age.

The Raptor name needs no introduction to UK readers, because Ford sells its Ranger Raptor to any would-be hooligans who think Kent looks a bit like Baja, if you squint. But this is the F-150-based version and the even more Raptory Raptor R, complete with a supercharged 5.2-litre V8 good for 700 horsepower.

Thanks to flared wings filled by 37in all-terrain tyres, the Raptor R fills any kerbside parking spot, at 2.2m wide. Wild graphics and orange LEDs complete the big rig look, and a pair of dual exhausts resemble tank cannons. 'Ford' is written back and front in a font size normally reserved for billboards.

The blame for this braggadocio can be laid at the feet of Stellantis, whose engineers stuffed a Hellcat V8 into the Ram pick-up, called it the TRX and included a hidden Easter egg graphic of a tyrannosaur dining on a velociraptor. It's the kind of taunt more commonly found in professional wrestling.

The Raptor R is Ford hitting Dodge over the head with a folding metal chair while the referee is distracted by the F-150 Lightning EV pick-up. The Lightning is clean and modern and forward-looking. The Raptor R offers the kind of berserk aggression normally associated with long-term steroid use.

However, because the Raptor is also an F-150, it can be used in much the same manner as any of its milder-mannered cousins. It carries kids and mountain bikes and all manner of gear. It will tow up to 3946kg (8700lb) of trailer or speedboat. It's not the easiest thing to park and the fuel economy is absolutely crippling, but for all that, the Raptor R is a well-mannered monster truck.

Until provoked. The V8 is essentially the same as that in the Shelby GT500, but tuned for more (640lb ft) low-end grunt. Even at 2756kg, the Raptor explodes off the line. Quarter-mile times are in the low-12sec range. The TRX is evenly matched for power, but the Raptor R is more than 300kg lighter than the Ram, and it'll just pip it through the timing lights.

Bragging rights secured on Tarmac, the Raptor R needs only to be as good as a standard Raptor off road to be a winner. For the most part it is, although only for the right environment. On the narrow forestry roads of British Columbia, a Ranger Raptor would be infinitely preferable. On a broader desert, the Raptor R's 33cm of ground clearance and adaptive dampers should fly just as high over the dunes as the twin-turbo V6 version. You'll just get to those dunes faster. And stop for fuel sooner.

Really, this last is why the Raptor R feels slightly more desirable than mutually assured destruction, but not a whole lot more. As an engineering exercise, it trumps rivals and neatly illustrates why the F-150 is so dominant. For the owner who absolutely has to have the top dog pick-up, it's the over-muscled beast you want to put on a chain.

Yet it's no more capable than the standard Raptor at eye-widening Baja sand-surfing, it is astoundingly inefficient and a Lightning would probably outrun it from rest without any of the drama. The Raptor R can be rather good fun. But it is, without a doubt, complete overkill.

BRENDAN McALEER

FORD F-150 RAPTOR R

The ultimate desert warrior pick-up, built for Ford bragging rights: excessive, compromised and fun

★★★★☆

Price	$109,145 (£89,600)
Engine	V8, 5163cc, supercharged, petrol
Power	690bhp at 6650rpm
Torque	640lb ft at 4250rpm
Gearbox	10-spd automatic, 4WD
Kerb weight	2756kg
0-62mph	4.0sec (est)
Top speed	114mph
Economy	14.4mpg
CO_2, tax band	na
RIVALS	Chevrolet Silverado ZR2, Ram 1500 TRX

Big, mighty Raptor R batters deserts into submission but it's as roomy and practical as any F-150 inside

AUTOCAR
ROAD TEST
No 5611

PHOTOGRAPHY MAX EDLESTON

BMW i7

Munich's seventh-generation flagship limousine enters the all-electric age

MODEL TESTED **XDRIVE60 M SPORT**

Price £115,045 ● **Power** 536bhp ● **Torque** 549lb ft ● **0-60mph** 4.5sec ● **30-70mph** 3.4sec ● **Economy** 2.6mpkWh ● **Max DC charging speed** 196kW ● **70-0mph** 46.0m

We like

- It has taken big strides on cabin richness, space and tactile appeal
- Electric powertrain is potent, slick and quiet
- Ride and handling compromise feels luxurious – but still BMW

We don't like

- 'Hewn from solid' design lacks sophistication
- Sub-300-mile real-world range leaves a little to chance
- Reasonably priced 7 Series is now a thing of the past

Range at a glance

ENGINES	POWER	FROM
750e xDrive Excellence	483bhp	£102,305
i7 xDrive60 Excellence	536bhp	£110,545
M760e xDrive	563bhp	£117,555
i7 M70	651bhp	tbc

TRANSMISSIONS

8-spd automatic (750e, M760e) 🟥
1-spd planetary per motor (i7) 🟥

BMW's 7 Series limousine now comes in long-wheelbase form only, and with either plug-in hybrid or fully electric power. Diesel engines are offered in some European markets, but not in the UK.

All versions get four-wheel drive. While upper-level M Performance derivatives (M760e, i7 M70) are a trim level in their own right, on the lesser models the choice is between Excellence and M Sport trims, with additional option packs (M Sport Pro, Ultimate) also available.

Perhaps it's the inherently traditional character of the full-sized limousine that has made it one of the slower vehicle classes to embrace electrification. The race is now on, however, to carve out a lead in the fully electrified luxury saloon market – and BMW is joining the vanguard.

Mercedes struck first with the EQS at the end of 2021, before the Genesis Electrified G80 arrived in 2022. And in 2023, we will see the segment-defining Tesla Model S return to the UK market in its latest form, reportedly followed by right-hand-drive examples of the Lucid Air. An all-electric Audi A8 is expected in 2024. There's clearly no time to waste for any firm to build an early lead in luring luxury car buyers who are ready to electrify.

The seventh generation of Munich's 7 Series limo is designed to do just that. In UK showrooms now, the car has launched in all-electric form only, in the shape of this week's road test subject: the i7 xDrive60. Later this year, 7 Series buyers will also be offered two plug-in hybrid versions, to be followed by a range-topping M Performance model, the M70.

Unlike some of its opponents, this car shares its platform with combustion-engined alternatives – but, as we will explain, that doesn't prevent it from offering what looks, in principle, like a very complete package of performance, range, space and features, all wrapped in the expected 21st-century luxury.

DESIGN AND ENGINEERING

★★★★☆

There isn't yet a successful template to follow for manufacturers such as BMW when it comes to electric limos. Mercedes elected to make the EQS a distinct entity from the S-Class, allowing greater freedom in its design, but BMW has chosen instead simply to electrify the 7 Series as part of a common derivative range that still includes combustion-engined options.

It will be fascinating to see which approach proves more commercially successful in both the shorter and longer terms. And it will be equally fascinating to watch just how the market reacts to the controversial styling of yet another big BMW. Our road test jury had mixed reactions to the car's outward design but, tellingly, none considered its blocky, snouty appearance a particular draw.

The i7 xDrive60, then, is part of a wider G70-generation 7 Series range that will shortly expand to include those plug-in hybrids (750e, M760e), each powered by BMW's 3.0-litre turbocharged straight-six petrol engine and an electric drive motor. All versions will come with xDrive four-wheel drive, and power outputs will ultimately range from 483bhp up to 651bhp.

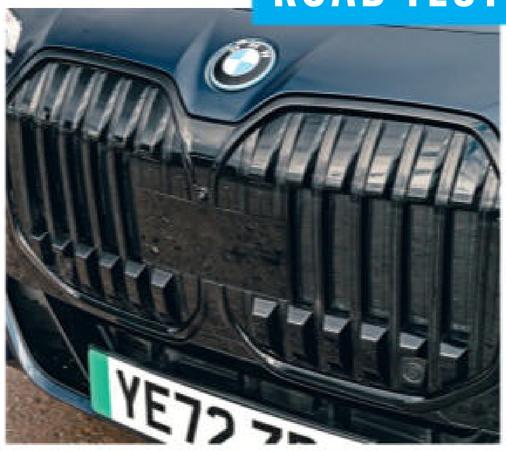
No derivative offered in the UK will need more than five seconds to accelerate to 62mph from rest, but that's partly a consequence of BMW UK's decision not to offer mild-hybrid petrol or diesel models. So, in quite a bold repositioning, no UK-market 7 Series will be available for less than £100,000.

With powertrain options so widely different to accommodate, a dedicated electric-only model platform clearly wouldn't have been an option for the i7, although its CLAR architecture was designed for all-electric applications as well as combustion engines.

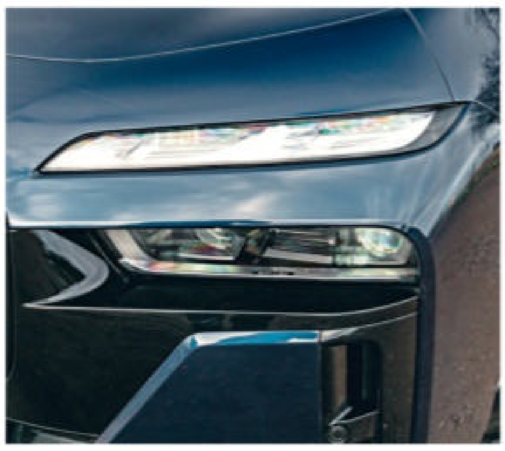
The car adopts height-adjustable air suspension, with adaptive dampers, as standard – something of a departure for a saloon that has hitherto stuck with steel coils as a default option. It is offered in de-facto long-wheelbase form only, and has also grown by around 50mm in terms of both overall width and height compared with the old G11/G12 version, the car's front axle showing a matching increase in track width. Integral Active four-wheel steering is technology offered as an option on most versions, as are Executive Drive active anti-roll bars. Our test car had both.

The all-electric i7 xDrive60 is powered by a pair of electrically excited drive motors, the more powerful at the rear. They combine to create 536bhp and 549lb ft – →

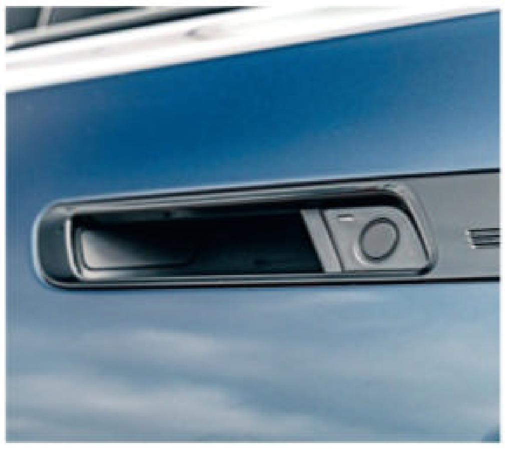
Mk1 'E23' 7 Series hit showrooms in 1977



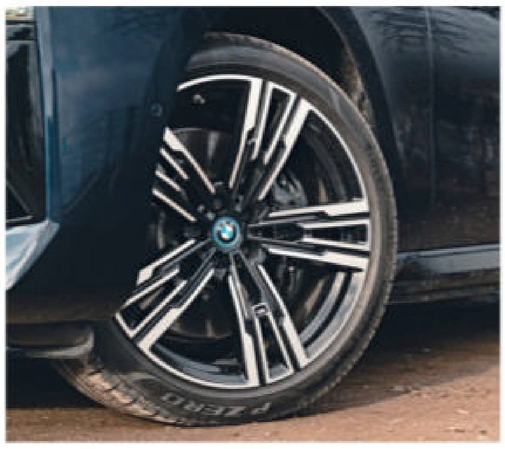
Another oversized kidney grille that seems to receive very little praise. This one is illuminated for extra after-dark impact, but why bother if you're only going to black it out anyway (as part of the optional M Sport Pro pack)?



BMW has actually gone a step further than with the iX front end here, separating the i7's facial features (daytime-running lights and indicators) from its main and dipped beams as Citroën first did a few years ago. The effect is quite stark and challenging.



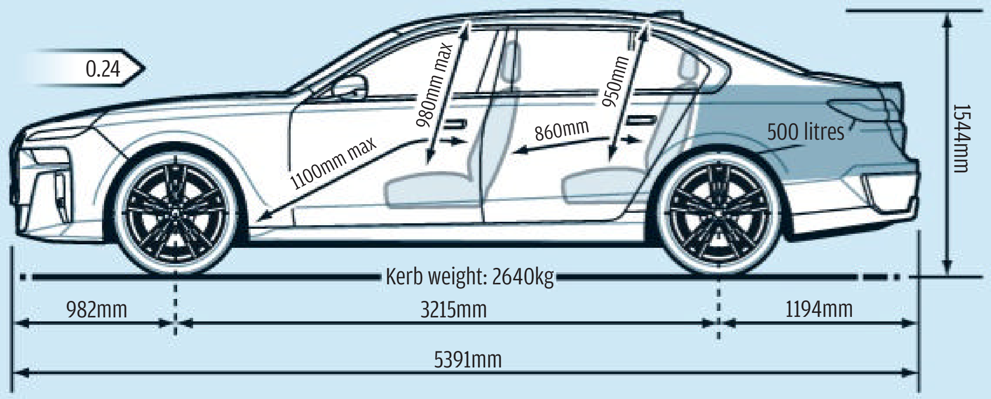
The i7's motorised doors will both open and close for you, and have sensors to prevent them hitting nearby objects. But they are an arch gimmick. By the time you're near enough to press this button, you might as well open them the old-fashioned way.



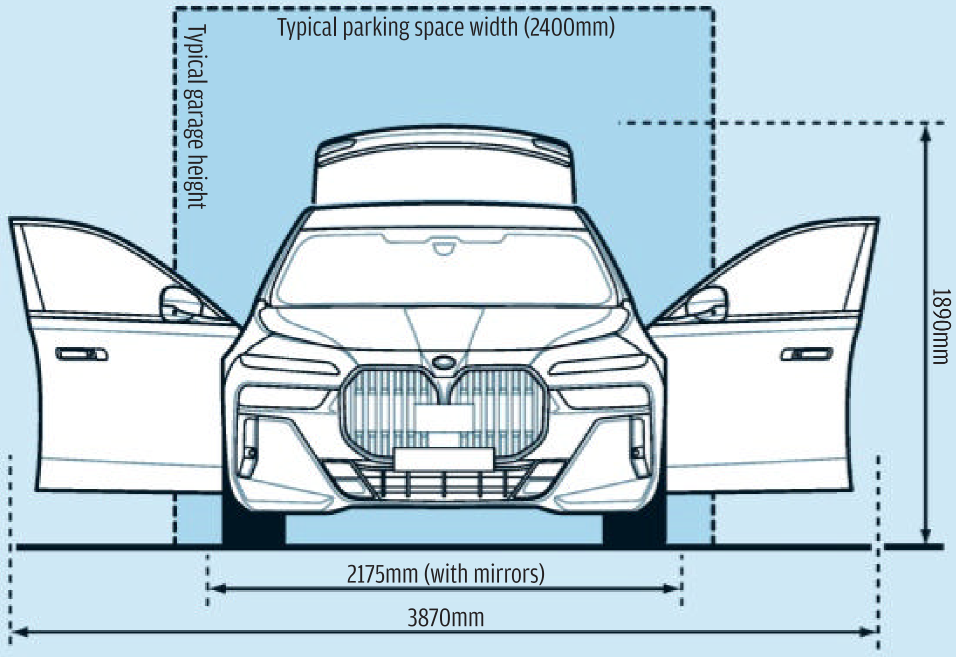
Wheel options range from 19in to 21in in diameter, and if the brake calipers behind are black, you're looking at an M Sport Pro car (updated brakes, tinted rear side windows, aero kit).

Weights and measures

DIMENSIONS

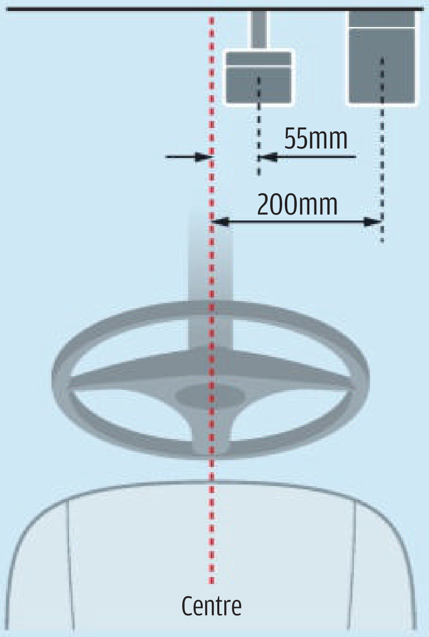


PARKING



WHEEL AND PEDAL ALIGNMENT

Pedals are broad, well tuned for smoothness and perfectly placed for comfortable, intuitive operation.



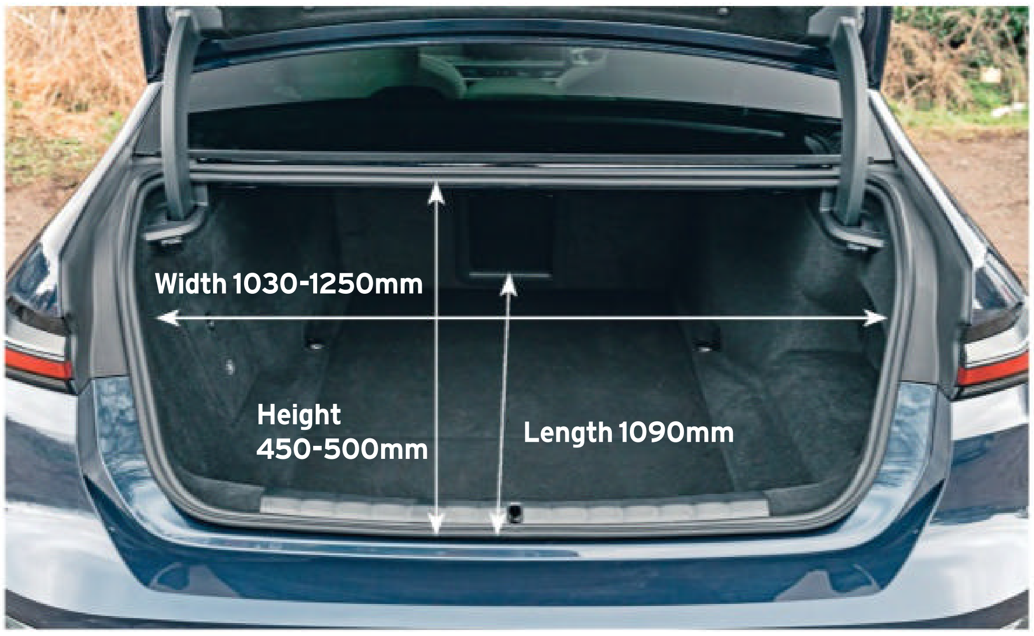
HEADLIGHTS

Adaptive LEDs as standard, with matrix active high beam. Overall spread of light on high beam has a few dark spots, but range and auto-blanking functionality are both good.

● Front seats can provide heating, ventilation and massaging. They are broad, adjustable and supportive, with optional speakers in the headrests.

Typical leg room
860mm

● You can have a standard three-seat bench or these lounge-style rear seats, one of which reclines and extends into a 'sleeping seat' position.



● Boot is 25 litres smaller than that of the PHEV 7 Series but still a good size at 500 litres. Ski hatch is your only through-loading option with the lounge seating.

← enough to shade a non-AMG-branded Mercedes EQS, but a way off Tesla Plaid territory. They draw power from an under-floor drive battery of 101.7kWh of usable capacity, which the equivalent EQS trumps but a Genesis Electrified G80 doesn't really approach.

INTERIOR

★★★★★

This, it's reasonable to assume, is where BMW imagined the 7 Series had the most ground to make up – and boy, does it ever do that. For the last few model generations, Munich's big saloon has shied away from a straight fight with its opponents from Audi, Mercedes and elsewhere when it comes to second-row lounging space and comfort, outright material quality, technological specification and lavish luxury feel. But the G70 fully commits on all of those fronts, and to hell with the kerb weight (which on our car was more than two-and-three-quarter tonnes as tested).

Sitting in the front, the i7 follows very much where the iX led. Its ambience is conjured by cleverly combined leathers, veneers and decorative chrome trims; by beautifully presented secondary controls made out of cut glass, which are enticing to touch; by broad front seats with every motorised adjustment, massage and heating function you could wish for; and by BMW's gently curved touchscreen infotainment and instrumentation display console.

Our car's specification had been hiked by the addition of BMW's Ultimate package. As standard, the 7 Series might not have quite as many luxurious high notes. Even so, there's an expensive feel to all of the car's fixtures and fittings, which can only have been painstakingly engineered in – right down to the indicator stalks and sliding cupholder covers (both move with a damped tactile heft that brings an E39 5 Series to mind).

In the back, a three-seater bench with folding seatbacks is standard, and electrically adjustable lounge-style outer chairs are an option. The one on the passenger side reclines and extends at the touch of a button, converting into a 'sleeping seat'-style position that is both surprisingly roomy and supremely comfortable.

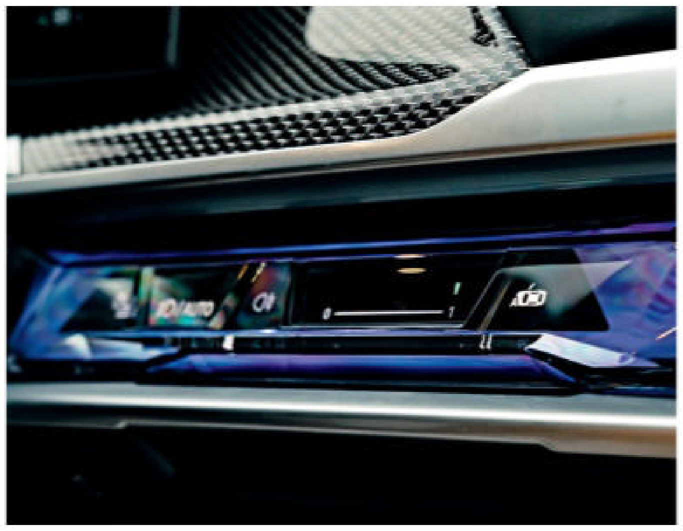
Each rear-seat passenger has his or her own door-mounted touchscreen console for control of the car's entertainment functions. Each can take advantage of BMW's roof-mounted folding Theatre Screen (see 'Multimedia system', right). And each can connect his or her own smartphone to the car's Bluetooth system, and make and receive calls routed exclusively to the speakers around their own seat.

PERFORMANCE

★★★★½

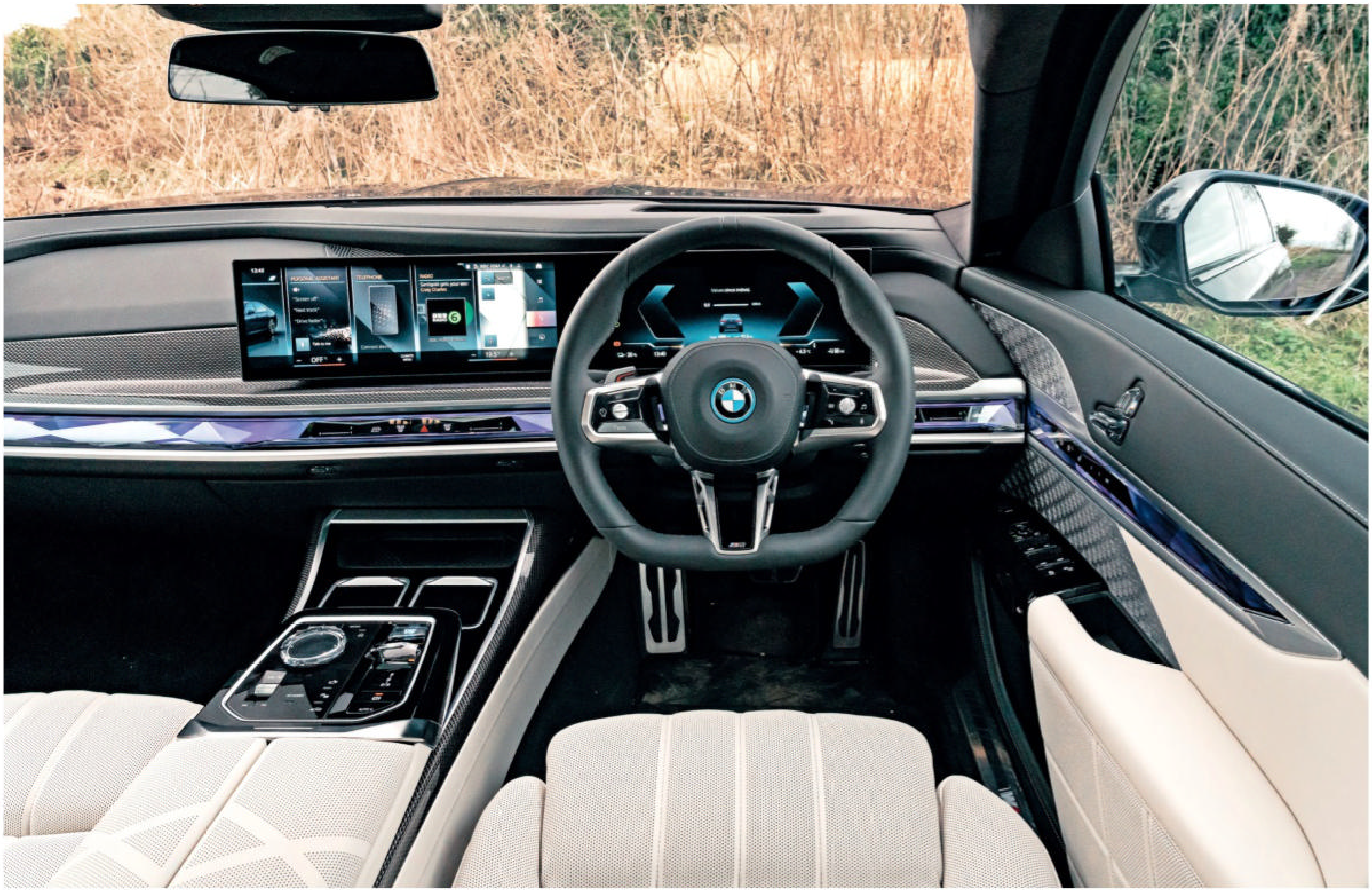
The i7 would make a useful test of the impact of dwindling battery condition and associated voltage on measured acceleration. We benchmarked it, as we always do, with more than 80% charge in the battery. With the eerily smooth and totally seamless power that it →

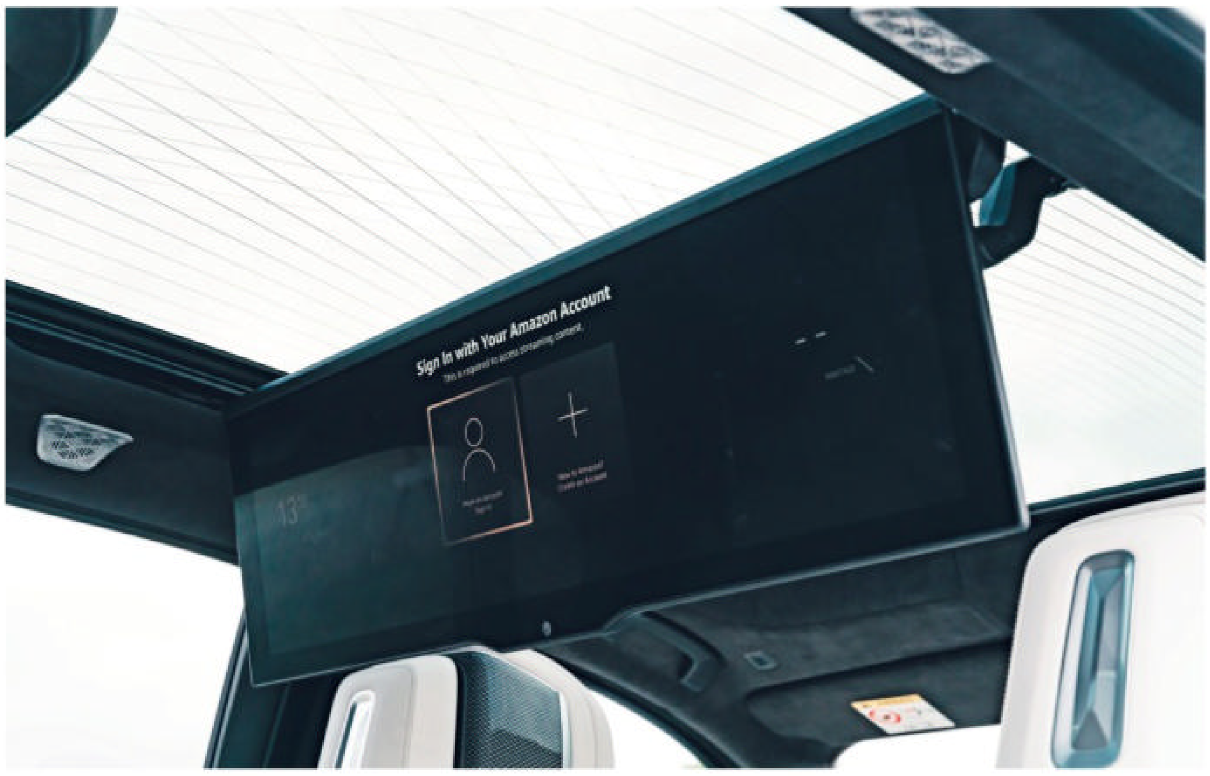
● Electronic microswitch door releases are backed up by these manual release handles hidden discreetly in the lower door consoles (we never needed them).



● Headlight controls and other switches are integrated into the 'BMW Interaction Bar'. This design feature has multi-coloured backlighting and a crystalline look.

● BMW EVs don't use paddles for battery regen control, but the i7 does have this 'boost' paddle. Flick it for a short burst of everything the motors can give.





Multimedia system ★★★★½

Fitted with BMW's kitchen-sink Ultimate equipment package, our i7 test car had fully four touchscreens dotted around the cabin, plus a 12.3in Live Cockpit Professional digital instrument screen and an adjacent head-up display.

BMW's Operating System 8.0 main infotainment system remains a little bit hard to penetrate, with a very busy top-level app screen. You learn to tame its complexity via the user-defined drop-down shortcut buttons at the top of the touchscreen, though, and the iDrive manual input device for cursor controls helps a lot.

In the back, it's the 31.3in widescreen that folds down from the roof that might be this car's biggest technological lure. You can connect video sources to it via HDMI or USB-C cable, or stream video via a dedicated eSim data connection and the built-in Amazon Fire software.

Our test car also had BMW's top-level Bowers & Wilkins Diamond Surround hi-fi system, with its 1965W of power and 36 speakers. Its output was not disappointing.

> This feels like a new high-water mark for the full-sized German limousine

← has, and dedicated launch control, it completed four standing-start acceleration runs to 100mph (and then beyond) each within a few hundredths of the same time.

On a slightly blustery winter day, the car seemed largely impervious to wind resistance – and, weighing what it does with the power it has, it would take a lot of blowing off course in any case. But on motorway and A-road, especially when travelling long distance, this feels like a new high-water mark for the full-sized German limousine: for its cabin isolation especially, but also for its expertly executed blend of luxury-level drivability and authoritative, effortless, mile-covering pace.

Against the clock, on a mostly dry surface, it hit 60mph from rest in 4.5sec (just as BMW's figures suggested it should) and a standing quarter mile in 12.9sec. The Mercedes-AMG EQS 53 we tested last year was quicker still (given its price and positioning, so it should be), while the Genesis Electrified G80 was markedly slower, if only beyond 100mph.

As in most EVs, the i7's outright performance is more urgent below 50mph than above it. But even at motorway speeds, it retains a sense of muscularity that feels cut out for the autobahn (50-80mph was 3.3sec, just a tenth slower than the Porsche Taycan RWD Performance Pack).

Power is delivered in a studiously progressive way, so there would be little chance of taking your passengers by surprise with a sudden pedal input unless you really meant to. Likewise with battery regen, which is managed adaptively by default, or in a choice of three set modes (high, medium, low). The adaptive setting works well to regulate the car's momentum in traffic and to slow it for junctions automatically. But those who want the last word in chauffeuring smoothness will no doubt choose to turn it down, and regulate progress themselves with the by-wire electronically actuated brake pedal, which has noticeably better progression and synthesised 'feel' than many EVs manage.

Behind the left-hand spoke of the steering wheel is a 'boost' paddle that primes the electric powertrain for short bursts of peak acceleration. Much as it does deliver an appreciable benefit at low speeds, in a car like this it does seem a little unnecessary.

Thankfully, it's not symbolic of misallocated tuning priorities. The i7 is a luxury car that knows what it's for, and that cocoons its occupants very effectively indeed.

HANDLING AND STABILITY

★★★★★

BMW's exhaustive modern armoury of assisted driving technology makes the i7 the kind of car you can actively drive almost as much or as little as you choose. Activate every aid on a long motorway cruise and it requires little more than a steady hand on the wheel, and the occasional nudge of direction for a lane change, between your junctions of entry and subsequent exit.

But even with those lane keeping and active cruise control systems off, the car has excellent high-speed stability and good on-centre steering feel, making dynamic hay with its sheer bulk to stick faithfully to your chosen path irrespective of outside influence. Above all else, this is a very relaxing car to drive.

And yet that bulk presents so little at lower speeds that you will marvel at how a car weighing so much, and serving a comfort-first brief as well as it does, can still carve a line around a tight corner with apparent poise. The i7's sheer size is always a factor defining how you drive it, yet BMW's four-wheel steering system makes the car wieldier in tight spaces, and more agile around

● The i7 is strong and smooth in a straight line but surprisingly nimble through corners, BMW's four-wheel steering system making light work of the limo's size and weight.

Assisted driving notes ★★★★☆

BMW fits its Driving Assistant pack to the 7 Series and i7 as standard, including an AEB crash mitigation system with both pedestrian and cyclist detection, which also monitors traffic at a junction. A manual speed limit detection and assist system also come as part of the car's standard cruise control offering, and likewise a lane departure warning system. Our car had the Driving Assistant Professional option (£1500), bringing BMW's full suite of driver assistance systems (also including active lane keeping and auto speed limit assist).

The level-two assisted driving features work well on the motorway, helping you stay in the centre of the lane but not fighting for control. The AEB system avoided unnecessary activations during our testing, and the speed limit assist system recognised most posted limits, getting caught out only once or twice by speed limit indication signs on nearby lorries.

AUTONOMOUS EMERGENCY BRAKING

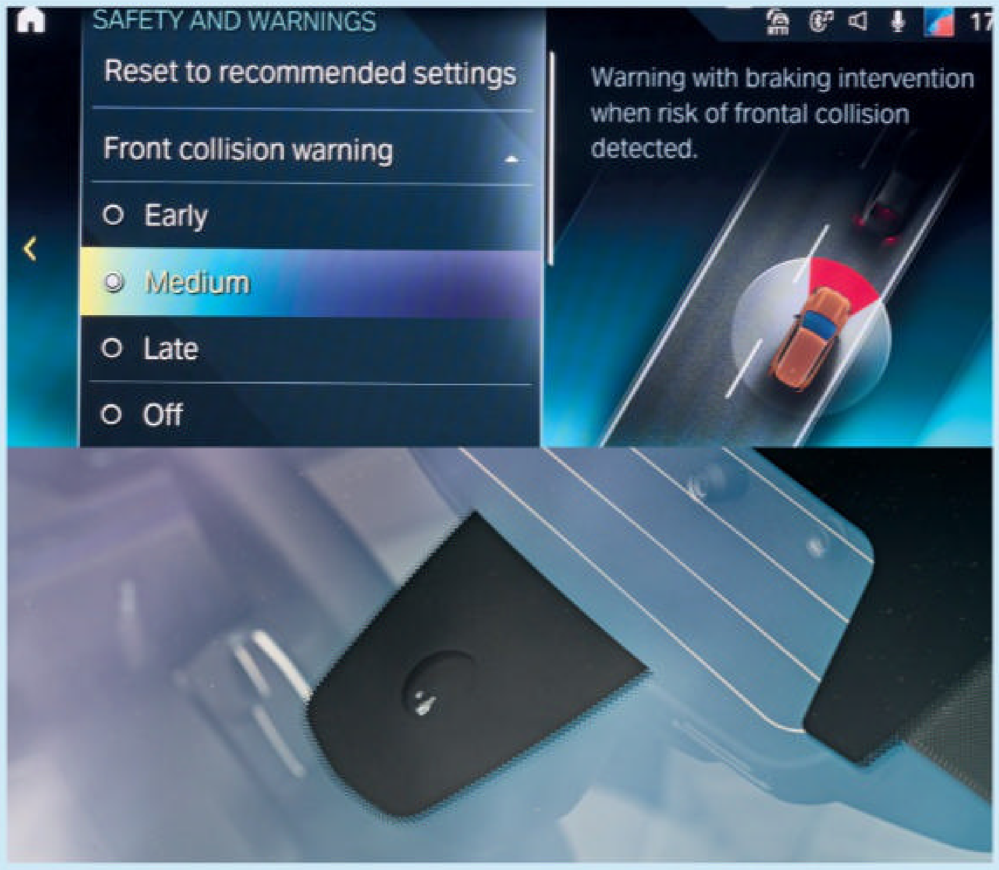
- Does it avoid false activation well? ✓
- Can it be deactivated? ✓
- Does it have pedestrian/cyclist detection? ✓

LANE KEEPING ASSISTANCE

- Is the system tuned to keep the driver engaged at all times? ✓
- Is it adjustable for sensitivity? ✓
- Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✓

INTELLIGENT CRUISE CONTROL

- Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✓
- Does it prevent undertaking? ✓
- Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓


SAFETY AND WARNINGS

Front collision warning: ○ Early ● Medium ○ Late ○ Off

Warning with braking intervention when risk of frontal collision detected.

junctions and roundabouts, than you will expect it to be.

The active chassis systems use a combination of active anti-roll control and active air suspension to support the car on the loaded side as it corners, and to keep body roll consistently in check. The net result doesn't feel unnatural; it lets both chassis and steering communicate the cornering load that the car is generating just enough to put driver and passenger at ease. Meanwhile, the i7 can tuck its nose towards an apex surprisingly tightly; follow that tight line with a good balance of grip; resist pitching or rolling remarkably well; and maintain quite a neutral cornering posture even as it accelerates.

There's little heave or sway about the car's body even when driven fairly hard, and little undamped or unsupported movement. The i7 is always isolated, always comfortable, but neat and precise too; seldom loose, never wallowing. The modern limousine just as a great many might want to find it.

COMFORT AND ISOLATION

★★★★☆

The i7 is offered with alloy wheels of between 19in and 21in in diameter. Ours ran on 21s, and conventional rather than run-flat tyres. Clearly, you could order a car in a more optimal specification if you wanted to minimise road noise and maximise ride isolation – as well as cutting rolling resistance and boosting real-world electric range, which we will come to shortly.

Yet our test car kept surface roar very well filtered. The axles can fidget and fuss – just a little but perceptibly enough – over broken edges, giving enough room to question whether one or two super-luxury rivals might offer better low-speed compliance. But these moments are rare. In terms of settled touring comfort, few luxury operators do it better than this – perhaps because the slightly taut edge of the i7's suspension tuning so effectively prevents longer-wave body movement at a fast cruise.

A little wind noise can present itself, but hardly enough to mention. The i7 registered 63dBA of overall in-cabin noise at a 70mph motorway cruise: three decibels less than the Range Rover Sport D300 we tested last year (which itself won praise for its cabin isolation), although three decibels noisier than the Rolls-Royce Phantom tested in 2018.

BUYING AND OWNING

★★★☆☆

As the UK's network of DC rapid chargers expands, it's tricky to judge how much range is enough for a £115,000 electric limo. We must acknowledge, however, that if the i7 has a vulnerability, range might be it. With less usable drive battery capacity than a Mercedes-Benz EQS 450+, and weighing more on the scales even than the Mercedes-AMG EQS 53 we examined last year, our i7 averaged 2.6mpkWh over this test.

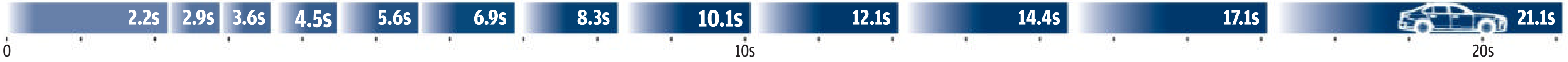
Aside from being a long way short of the car's combined WLTP figure, its 264-mile real-world range isn't quite the liberating factor that some owners might wish for, above and beyond the capabilities of EVs costing half as much. More pertinently, our test experience suggests that an EQS 450+ might go 50 to 75 miles further on a charge.

It's important not to overestimate the impact of that 'obvious' charging hurdle in this case, though. In our new DC rapid charge test, the i7 recorded a weighted average rapid charge rate of 148kW: the best result the test has produced to date – and by a reasonable margin beating Mercedes' EQE by nearly 20kW. BMW claims to have rethought its battery cooling control strategy during rapid charging for this car, producing faster charging speeds at higher states of charge – and to evident effect. ➔

ACCELERATION

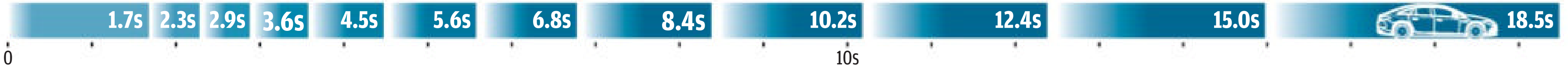
BMW i7 xDrive60 M Sport (8deg C, dry)

Standing quarter mile 12.9sec at 114.1mph, standing km 23.1sec at 143.6mph, 30-70mph 3.4sec, 30-70mph in fourth na



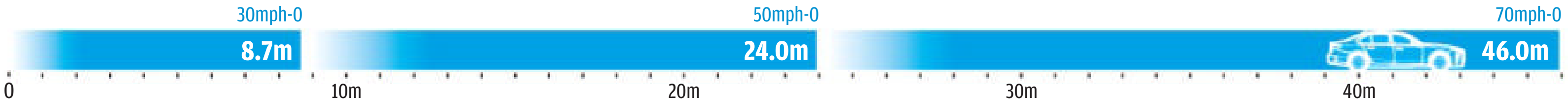
Mercedes-AMG EQS 53 4Matic+ Night Edition (2022, 16deg C, damp)

Standing quarter mile 12.0sec at 118.4mph, standing km 21.9sec at 147.0mph, 30-70mph 2.8sec, 30-70mph in fourth na

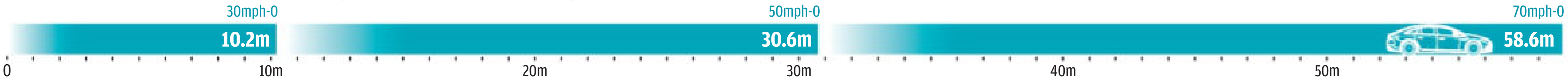


BRAKING 60-0mph: 2.98sec

BMW i7 xDrive60 M Sport (8deg C, dry)



Mercedes-AMG EQS 53 4Matic+ Night Edition (2022, 16deg C, damp)



Data log

BMW i7 XDRIVE60 M SPORT

On-the-road price	£115,045
Price as tested	£150,145
Value after 3yrs/36k miles	£70,600
Contract hire pcm	£1805
Cost per mile	£1.67
Insurance	50/£1195

TYPICAL PCP QUOTE

3 years/30,000 miles, 25% deposit £1490

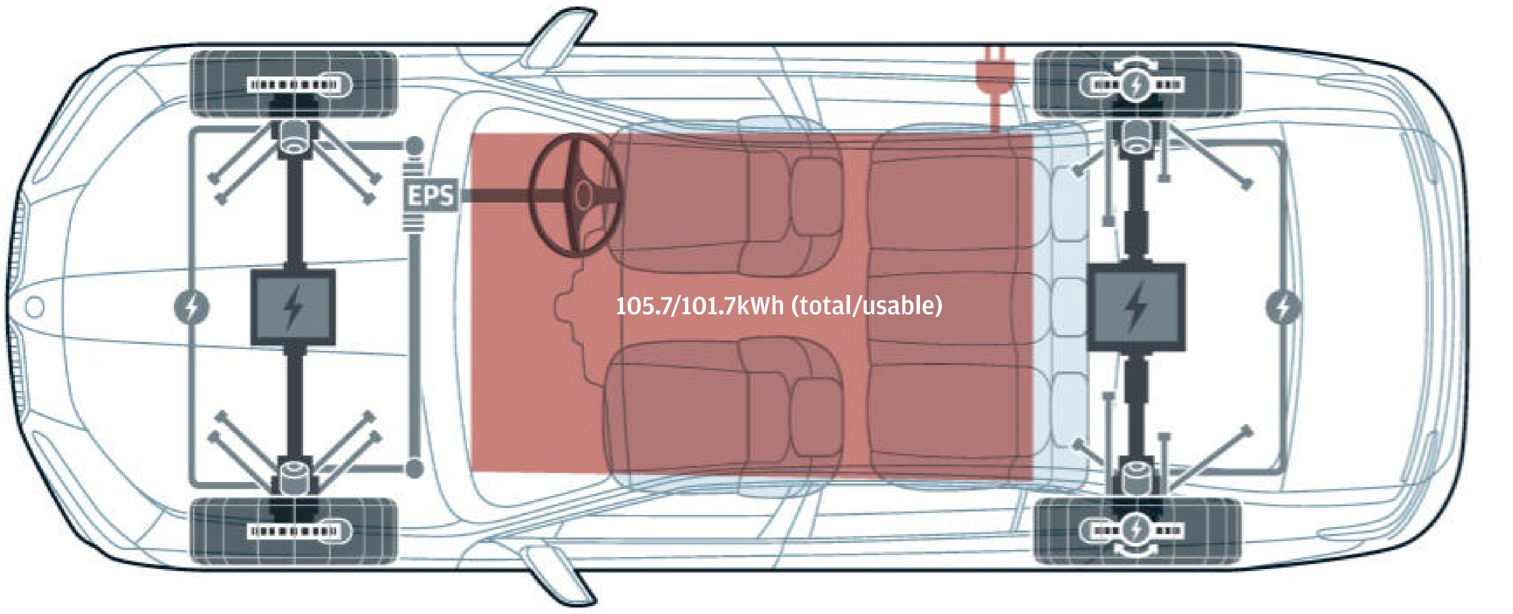
BMW's Select PCP offer currently includes deals on the i7 at 9.9% APR, and without any deposit contribution – so it's a fairly stiff price to pay. Final balloon payment would be just over £54k, with an excess mileage charge of 36p per mile.

EQUIPMENT CHECKLIST

Mode 2 and 3 charging cables	🟥
Live Cockpit Professional touchscreen infotainment system with wireless device charging, BMW Online services and Connected Package Pro	🟥
Climate comfort windows	🟥
Split folding rear seats	🟥
Unlimited public DC rapid charging with Ionity (one-year subscription)	🟥
BMW Individual paint, Tanzanite Blue	**£1100**
Ultimate package (automatic doors, Bowers & Wilkins surround audio, BMW Theatre folding rear screen, Executive Drive Suspension, lounge rear seats, massage front seats, panoramic glass roof, cut glass cabin fittings, plus M Sport Pro pack contents at no extra cost)	**£28,000**
BMW Individual Gran Lusso interior (merino leather, front sports seats, carbonfibre interior trim)	**£6000**

Options in **bold** fitted to test car

🟥 = Standard na = not available



TECHNICAL LAYOUT

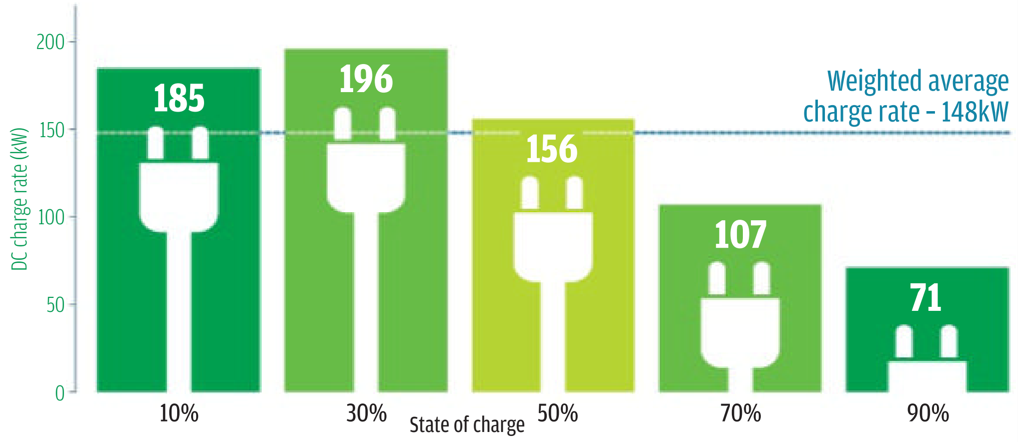
The 7 Series continues on the CLAR platform that first appeared in 2015. Plug-in hybrids use a longways-mounted straight six and an under-floor drive battery, with mechanical four-wheel drive. EVs have twin motors and independently driven axles, with the more powerful of the two motors at the rear, and 105.7kWh of total battery capacity. The weight distribution of our i7 test car was 48:52, front to rear.

MOTORS

Installation	Front and rear, transverse, four-wheel drive
Type	Two separately excited synchronous motors
Power	536bhp (255bhp front, 308bhp rear)
Torque	549lb ft (269lb ft front, 280lb ft rear)
Battery type	Lithium ion
Battery capacity	105.7/101.7kWh (total /usable)
Battery voltage	376V
Max regeneration power	na
Power to weight	203bhp per tonne
Torque to weight	208lb ft per tonne

CHARGING PERFORMANCE

Claimed peak rates 11kW (AC), 195kW (DC)
DC test peak/weighted average 196kW/148kW
Charger used for test Tritium TRI 121-350 **Ambient temperature** 8deg C



CHASSIS & BODY

Construction	Aluminium/steel monocoque
Weight/as tested	2640kg/2758kg
Drag coefficient	0.24
Wheels	9.0Jx21in (f), 10.5Jx21in (r)
Tyres	255/40 R21, 285/35 R21, Pirelli P Zero PNCS
Spare	None (mobility foam)

TRANSMISSION

Type Two-stage 1-spd planetary per motor
Reduction ratio 8.8:1 (f), 9.4:1 (r)
mph/1000rpm 9.1 (r)
Motor rpm at 70/80mph 7668/8763

SUSPENSION

Front Double wishbones, air springs, adaptive dampers
Rear Multi-link, air springs, adaptive dampers

BRAKES

Front Ventilated discs, size unspecified
Rear Ventilated discs, size unspecified
Anti-lock Standard, with DTC, CBC, DBC
Handbrake type Electronic, switch
Handbrake location Centre console

STEERING

Type Electromechanical, rack and pinion, with four-wheel steering (optional)
Turns lock to lock 2.45
Turning circle 12.3m

SAFETY

ABS, DSC, DTC, CBC, DBC, fading compensation
Euro NCAP crash rating Not tested

CABIN NOISE

Idle na **Max power at 90mph** 69dBA
30mph 54dBA **50mph** 60dBA **70mph** 63dBA

ACCELERATION

MPH	TIME (sec)
0-30	2.2
0-40	2.9
0-50	3.6
0-60	4.5
0-70	5.6
0-80	6.9
0-90	8.3
0-100	10.1
0-110	12.1
0-120	14.4
0-130	17.1
0-140	21.1
0-150	-
0-160	-

ACCELERATION IN KICKDOWN

mph	TIME (sec)
20-40	1.5
30-50	1.5
40-60	1.6
50-70	2.0
60-80	2.3
70-90	2.7
80-100	3.2
90-110	3.7
100-120	4.4
110-130	5.1
120-140	6.7
130-150	-
140-160	-

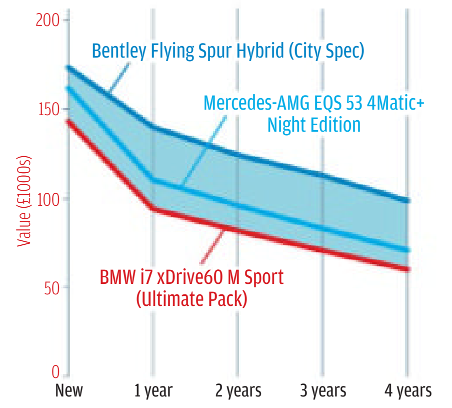
ECONOMY

TEST MPG	**Track**	1.3mpkWh
	Touring	2.8mpkWh
	Average	2.6mpkWh
	Range	264 miles
CLAIMED	**Low**	3.6mpkWh
	Mid	3.8mpkWh
	High	3.7mpkWh
	Extra high	2.8mpkWh
	City	3.7mpkWh
	Combined	3.3mpkWh
	Range	385 miles

EMISSIONS & TAX

CO_2	0g/km
Tax at 20/40% pcm	£38/£77

RESIDUALS



● CAP's forecast seems hard on the i7 but is broadly competitive with the EQS. Cheaper versions do slightly better.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the i7, contact BMW UK Customer Services, Summit One, Summit Avenue, Farnborough, Hampshire, GU14 0FB (0370 505 0160, bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5611

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VERDICT
★★★★½

It has taken huge strides as a luxury car – and still drives like a BMW

There are piston-engined versions of the new 'G70' BMW 7 Series, and there's an air of reassuring familiarity to the renewal of the model as a whole, but there's no disguising what's been put at stake here.

If the all-electric i7 hadn't simply proved itself to be a better luxury saloon, judged next to its immediate range-mates and its rivals, it might have done more harm than good to one of Munich's proudest nameplates. This car can't easily be airbrushed from the record as an experiment – it's been given a place right at the core of the model range.

And it's more than worthy of that place. It's no traditional limousine, but with its urgent, super-refined performance, excellent drivability and serene cruising manners, the BMW i7 xDrive60 demands consideration by anyone who wants a luxury saloon in the traditional mould. It's richer, more inviting, more technology-packed and more spacious than any 7 Series before it, and it earns its stripes on handling, too.

Perhaps it should offer greater range, and be easier on the eye, but with those exceptions, this grand old Bavarian could hardly have put its foot forward better.

Testers' notes

MATT SAUNDERS BMW's voice recognition system is going to be expanded to learn phrases like 'open the left rear passenger door', but it can already open and close the car's window blinds. Handy when you have rear-seat passengers who get out and leave the car in Theatre mode.

RICHARD LANE The i7's sat-nav has an annoying habit of continually suggesting alternative 'charging-optimised' routes if your plotted one is going to deliver you home with less than 10% in the drive battery.

Spec advice

Go for an xDrive60 Excellence on 19in wheels. Add BMW's Technology Plus (£550) and Executive (£10,500) packs, as well as Executive Drive suspension (£3500).

Jobs for the facelift

- ● Rethink the design of the front end. It just isn't refined enough for a proper luxury product.
- ● Keep eking out that battery capacity. A real-world motorway-cruising range of 300 miles is all this car needs.
- ● Find ways to save weight. How much do those automatic doors add, for instance?

ROAD TEST RIVALS

Verdicts on every new car, p72

	①	②	③		
	BMW I7 XDRIVE60 M SPORT	**MERCEDES-BENZ EQS 450+ AMG LINE**	**GENESIS ELECTRIFIED G80 LUXURY INNOVATION PACK**	**LUCID AIR DREAM EDITION RANGE**	**TESLA MODEL S PLAID AWD**
	Electric version of the 7 Series has the luxury credentials to stand out, and drives like a BMW as well. An impressive all-round package.	Flying saucer styling meets Starship Enterprise cabin. Love it or hate it, you can't say it does not work well as a luxury saloon.	Not in the i7's league for interior space or lavish limousine luxury. Conventional, but quite reasonably priced with it.	Right-hand-drive production of the US-built Air luxury saloon is rumoured to start soon. Promises game-changing range.	After a long absence, Tesla's latest Model S – complete with steering 'yolk' and more than 1000bhp – is due to land in the UK. Look out for a review soon.
	★★★★½	★★★★☆	★★★½☆		
Price	£115,045	£105,610	£73,365	£195,000 (est)	£125,000
Power, torque	536bhp, 549lb ft	329bhp, 417lb ft	365bhp, 516lb ft	920bhp, 1025lb ft	1021bhp, na
0-62mph, top speed	4.7sec, 149mph	6.2sec, 130mph	4.9sec, 139mph	2.8sec, 168mph	2.1sec, 175mph
Economy, range	3.3mpkWh, 385 miles	3.7mpkWh, 464 miles	3.3mpkWh, 323 miles	na, 500 miles (est)	na, 396 miles

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‘YOU HAVE TO THINK

The radical Oli concept gives a tantalising look at Citroën’s future. But, according to its CEO,

PHOTOGRAPHY MALCOLM GRIFFITHS

Less excess, less consumption – but more fun. Cars of the future must be sustainable while still delivering mobility, freedom and aspiration. We must treasure and desire them. That’s easy to write but hard to do. The Oli concept is a demonstration of that belief.

It sounds obvious to say that natural resources have a limited supply, but it’s a realisation that society is only just coming to. There’s a shift to restraint and sobriety, and expectation that our actions should have at least a neutral impact on the planet we live on.

The tension is that very few people wake up in bed in the morning energised by sacrifices they have to make. This sustainable vision has to be desired, not endured – and at Citroën we believe that if we change our thinking, then we can get there. We all want to wake up excited by our cars. Acting in a positive way for the planet doesn’t have to be sad.

In fact, it can’t be: there won’t be mass adoption of sustainable ideas unless they are attainable, useful and fun. That’s what Oli is: bright, innovative, a little bit cheeky and, above all, affordable. World exclusive: it’s never going to spawn a £250,000 supercar!

We want to put Citroën at the forefront of that debate, because that is where it belongs. Citroën has been challenging conventions throughout its history, so let’s have the energy to do it again. We might get it right. We might get it wrong. But let’s dare to be different.

Cobée gives Holder lowdown on future-facing Oli

The 2CV offered liberation when comfort wasn’t as important as freedom; DS brought an engineering revolution when it was. Mehari was a tiny, lightweight plastic car in 1968! We have always believed there can be another route to the destination.

For all that, when you put a car like Oli out there, you’re taking a leap of faith: it’s a bit philosophical, but as CEO I am saying to my team that I believe in the value of their ideas. We all have business objectives for today, but I’m giving space to think about tomorrow. Not everybody gets that freedom because this business moves so fast.

There were nerves, though. What kind of reaction were we going to get for Oli? The styling is different. The philosophy is different. If you don’t take the time to understand it, the easy headline is that it is a car made out of cardboard. It’s so much more than that.

What we’ve learned is that there’s a movement towards everyone understanding they are a citizen of the planet. Sure, younger generations show it more, but the idea that we live in a world with limited resources has registered, and most people want to do something about it.

Our daring ideas have been broadly welcomed – and thank goodness, because if they were not, then what is the point of Citroën owner Stellantis having 14 different car brands?

The absolute key with Oli is to look deeply into what it means, where it fits into the circular economy and what that means for how we ‘sell’ cars in future. Everything has to change – but you have to think beyond normal automotive boundaries to enact that change.

Let’s be honest: in the simplest terms, car companies have been ‘firing and forgetting’ sales forever. The factory fires out the cars, the cars are sold, we look after them while they are under warranty and we move on, desperate to fire some more cars out of the factory doors.

That can’t be our future. Let’s take a breath, ➔

> “There won’t be mass adoption of sustainable ideas unless they are attainable, useful and fun. That’s what Oli is”

BEYOND NORMAL’

there is much more to come. Here is **Vincent Cobée**’s manifesto for change consider the planet and our business model. Let's build a vehicle that can last, say, 15 to 20 years, not eight to 10, and maintain it. We'll own it throughout that period and lease it. If the owner wants to upgrade the car, maybe change some panels on it for a different colour, maybe upgrade the software. If they want to switch to a newer model, we'll offer them a discount to stay with our brand, and we'll refurbish their old car and lease it to another customer.

And that circular ownership model means the materials we use have to be sustainable too – not just in what they are made from, but also in how they are processed and recycled. Car parts need to come together as cogs in a much bigger wheel that keeps turning.

The data tells us that more than 85% of a car is recyclable today. That's great. But how much is actually recycled? Okay, it's hard to be sure, but the data suggests more like 15-20%. Being recyclable and being recycled are two very different things today, but why don't we try to do a bit better? We have to try to do a bit better.

Why paint bumpers if it limits their potential to be recycled? Why have a huge glass windscreen if you can achieve great visibility with a smaller but more upright panel? If you plan for 100% recycling in 15 to 20 years' time, then it changes what you do: you don't glue or melt materials together that need recycling but use one compound with no treatments and which can be recycled. And, in a way, you are then forced to be a bit more creative with how you use that compound. Restraint sparks innovation. Let's find another way.

Can we do all this alone? No. A business for the planet will have to be anchored in society alongside other businesses: we can build cars, but there are areas we will struggle in; we can invest to encourage suppliers to move in new directions and we can accept we don't know it all and partner with affiliates. No more fire and forget. If you are anchored in a society, you have to provide value at every level.

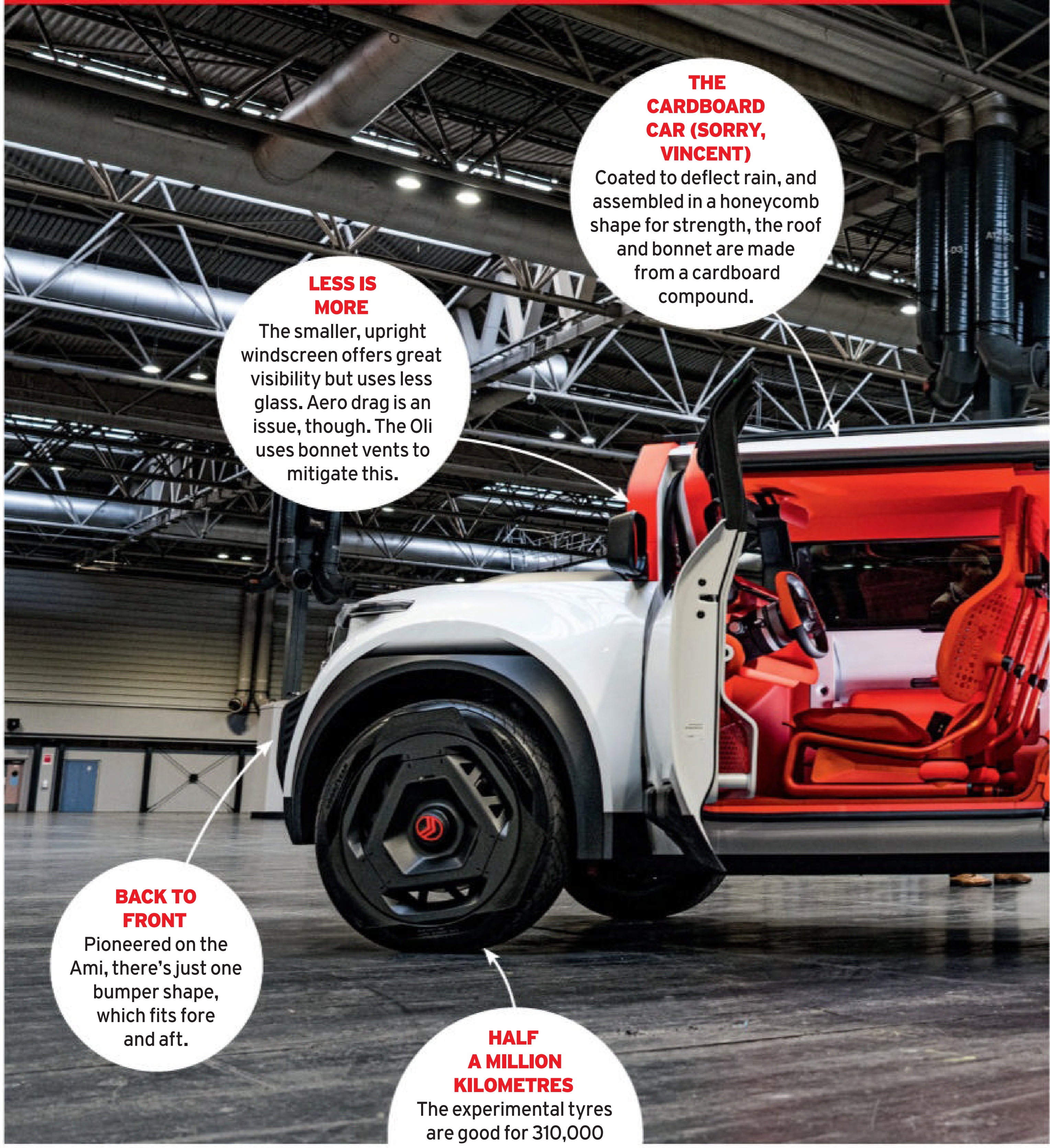
It needs holistic thinking, but this is where the industry can play a larger role than even today. Where are we looking to store all this green energy we are aiming to create? All these batteries in all these EVs could suddenly have a greater use to society than we have even dared to imagine. Owning a car to help the planet may not be hypocritical, after all.

Are there downsides? Maybe, depending on your outlook. As an example, there's no company today that can reliably supply plastic panels from recyclable materials on an industrial level. So we either invest in a supplier to find a solution, or we alter our expectations. Human behaviour can be habitual: most people would object to eating a black ice cream, but maybe we need to innovate and retrain ourselves a bit.

We are at a point where the tension between capitalism and environmentalism is profound. Car makers have two routes. They can follow fast fashion, and mass produce cheaply at a high environmental cost, or they can go high fashion, where the clothing is durable and ethically created, using traceable materials, made in monitored factories, transported in a low-emission way and often made to order, so there's no waste.

We want Citroën to be part of high fashion, and we believe our customers do too. Even if that jars a bit with you now, I can promise that future generations will know the difference. For our children's generation, it will be normal to demand that what we buy is underpinned by strong ethics. A socially militant company wakes up each day with the purpose of making society better tomorrow; Oli is a first step, and that's where we want Citroën to be.

EIGHT THINGS THE OLI DOES DIFFERENTLY



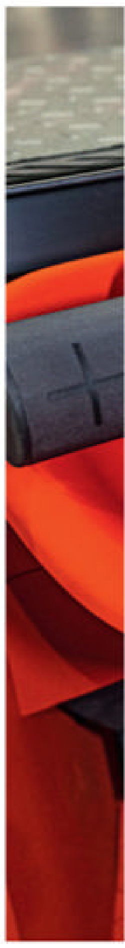
THE CARDBOARD CAR (SORRY, VINCENT)
Coated to deflect rain, and assembled in a honeycomb shape for strength, the roof and bonnet are made from a cardboard compound.

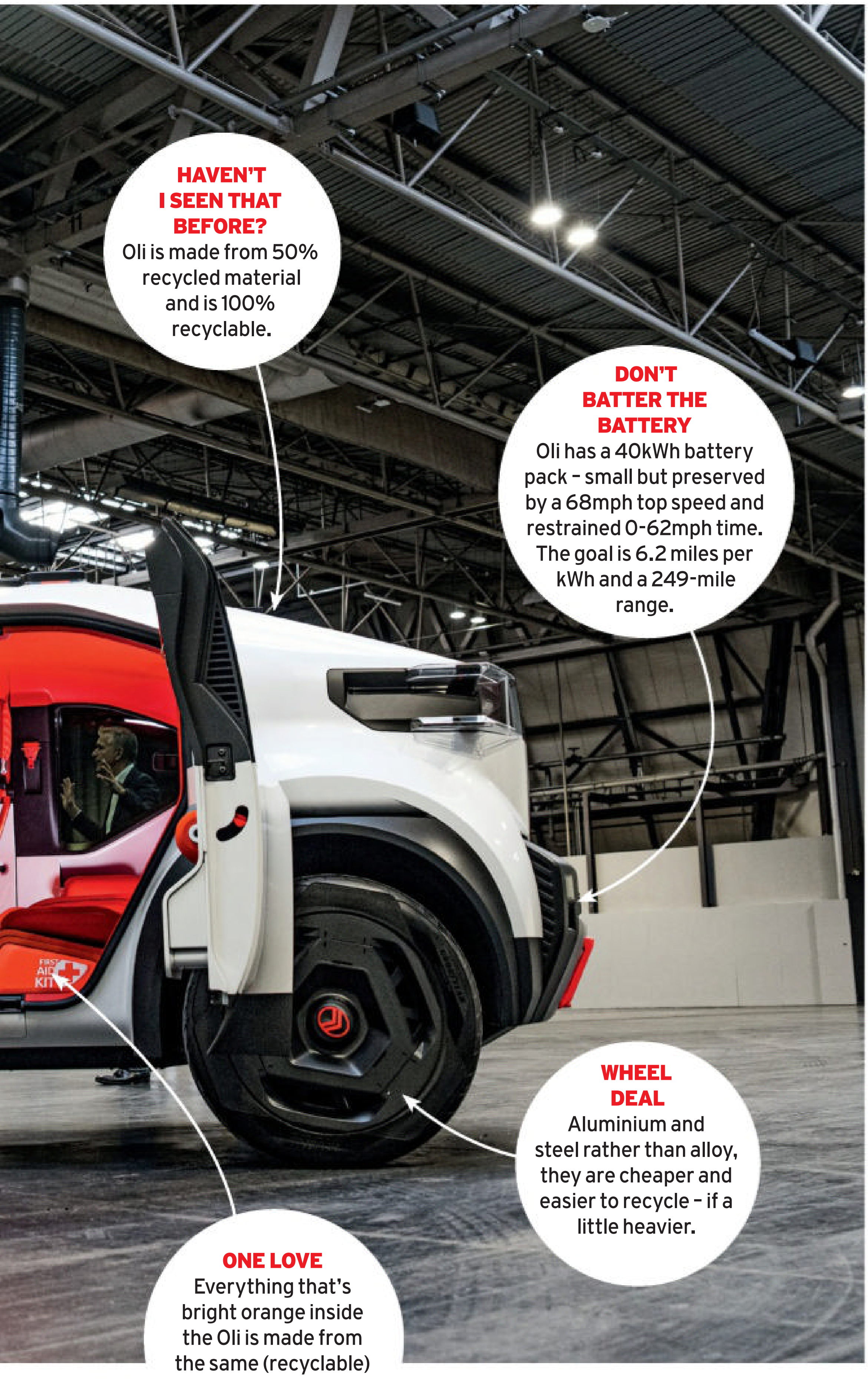
LESS IS MORE
The smaller, upright windscreen offers great visibility but uses less glass. Aero drag is an issue, though. The Oli uses bonnet vents to mitigate this.

BACK TO FRONT
Pioneered on the Ami, there's just one bumper shape, which fits fore and aft.

HALF A MILLION KILOMETRES
The experimental tyres are good for 310,000 miles (500,000km) – albeit with the need to be retreated periodically.

Holder ignores prior written instructions and takes it for a drive





HAVEN'T I SEEN THAT BEFORE?
Oli is made from 50% recycled material and is 100% recyclable.

DON'T BATTER THE BATTERY
Oli has a 40kWh battery pack – small but preserved by a 68mph top speed and restrained 0-62mph time. The goal is 6.2 miles per kWh and a 249-mile range.

WHEEL DEAL
Aluminium and steel rather than alloy, they are cheaper and easier to recycle – if a little heavier.

ONE LOVE
Everything that's bright orange inside the Oli is made from the same (recyclable) material, albeit used differently.

"WOULD YOU LIKE TO DRIVE IT?"

An hour into our enthralling, enthusiastic one-on-one chat, Citroën chief Vincent Cobée proves that the best-laid plans can always be subject to a whim.

It's been set out in writing that under no circumstances am I to drive the Oli, the one-off, £1 million concept car set to go on a nation-to-nation tour to energise dealers and customers prior to anyone outside the firm getting behind the wheel.

But who does the person who set it out in writing report to? Well, Monsieur Cobée, of course, and as he's the one asking, who's to argue? Everyone hurries to prepare the Oli. Autocar has an exclusive.

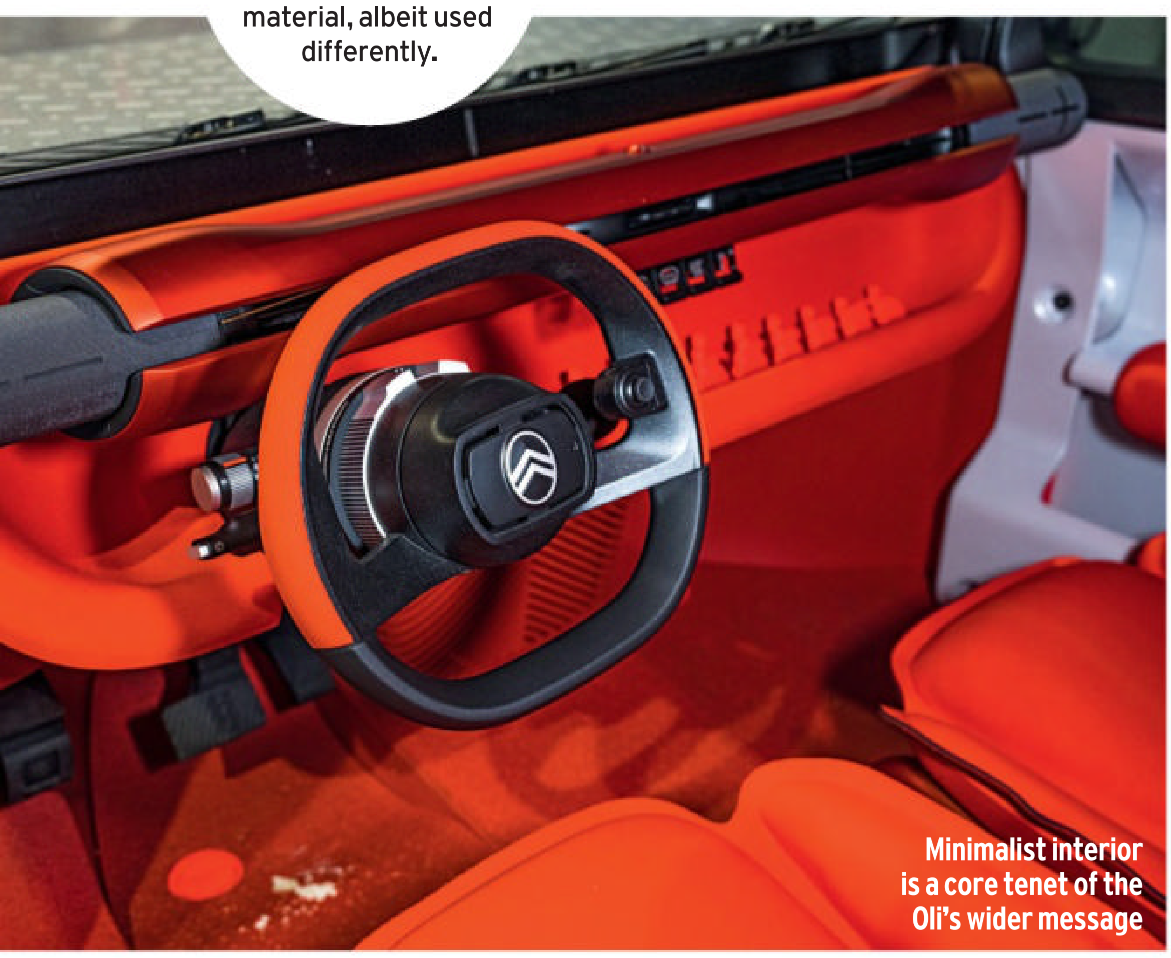
Of sorts. Full disclosure: we're in an empty show hall in the NEC, Birmingham, not on the open road. But it is a special opportunity, for both giving us an early insight into the Oli's capability and underlining Cobée's reputation for forging his own path.

The overwhelming impression as I weave round the pillars, stopping, going, turning and only slightly aware that Cobée is in the passenger seat watching over me, is just how remarkably normal the Oli feels to drive. It may look, feel and be remarkable for how it challenges conventions in almost every way, but it's clear that, with the benefit of a well-sorted electric platform to sit on, there's no hint of a compromise in how it drives as a result.

The view? Terrific. The seats? Comfortable. The minimalist interior? A perfect statement of the point the Oli makes. Not all will make production soon, but they hint at a process that is likely to drip feed into showrooms, starting with the upcoming C3 Aircross. Acceleration is ample, steering alert, progress silent even on what are presumably rock-hard tyres, and ride impossible to judge on a show hall floor.

"How long can I keep going?" Nerves fade and enjoyment rises as we drive round and round. "As long as you like: it's just you and me now. Do donuts if you want!" Cobée laughs, sensing my rising enjoyment and awe, if not the head-scratching my continuing lappery is evidently causing the assembled team.

I don't donut but I do complete a few more runs. Why not? If this is the future, I'm all in. **JH**



Minimalist interior is a core tenet of the Oli's wider message

Concept car flourishes abound but there's also much here to inform a production future

AIR APPARENT

Air ambulance charities provide vital support to the emergency services, scrambling to save lives on Britain's roads. **John Evans** finds out more

PHOTOGRAPHY MAX EDLESTON

KSS has two Agusta Westlands in service

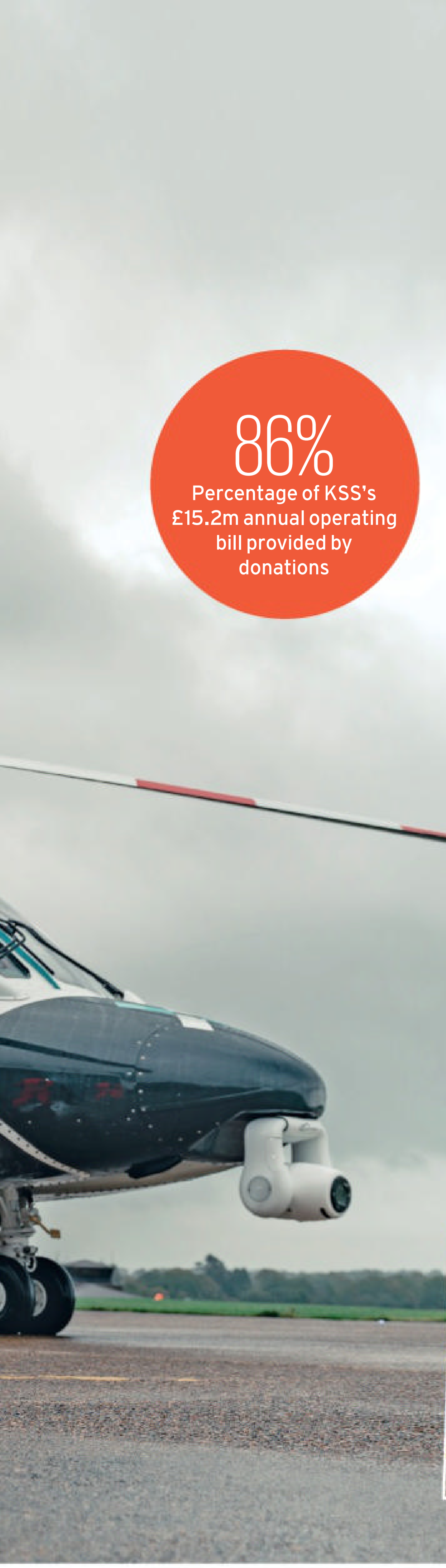
On average, each day five people die on UK roads and 84 are seriously injured. Those are sobering figures, but it's comforting to know that rushing to provide assistance at the scene are not only the land-based emergency services but also one that arrives from above: the air ambulance service.

There are 21 such services around the UK and, remarkably, they are all charities reliant for most of their income on donations. The first to take to the skies was Cornwall Air Ambulance, in 1987. Today, it and its 20 fellow services together fly around 80 missions per day, 32% of those involving medical emergencies while 68% are attending traumatic injuries.

Providing emergency cover across a large swathe of the south-east is the Kent, Surrey, Sussex Air Ambulance Charity (KSS). From its main base at Redhill Aerodrome and its forward-operating base at Rochester airport, KSS's two Agusta Westland 169 helicopters (there's a third in reserve) typically fly eight missions across two shifts per 24-hour period. In 2021, 863 of its missions (28% of the total) involved road accidents (RTCs). Last year was KSS's busiest on record, with 2063 helicopter call-outs in total, an average of nearly six per day.

"RTCs are our most common mission," says Duncan Bootland, medical director of KSS and one of the charity's team of helicopter emergency medical service doctors who attend incidents. "Some RTCs can look really bad. However, these days, thanks to improvements in safety, modern vehicles are amazingly capable of transferring crash energy away from occupants, so we now see a smaller number of people who are seriously injured. We see fewer occupants who are profoundly trapped, too. Instead , the ages of those who are seriously injured are changing, with over half of them now aged over 65 years. The more frail that people are, the greater the risk of injury by energy transfer and the more complex their injuries are likely to be."

Despite a KSS team's ability to be airborne in just a couple of minutes in a helicopter capable of flying at up to 190mph, it won't always be first to an incident. What matters is the extra support they are able to bring with them including, if necessary, rushing a patient to one of the major trauma centres in London or Brighton.



86%

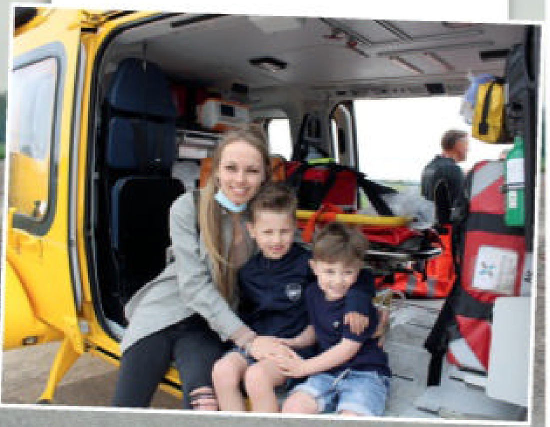
Percentage of KSS's £15.2m annual operating bill provided by donations

ACCIDENT AND EMERGENCY

Olivia Brockman appreciates only too well the life-saving support KSS and other air ambulance charities provide. One day in 2018, the young mother was in the front passenger seat of her fiancé's car that had come to a stop at the back of a queue of traffic at some roadworks, on the exit of a blind bend.

"I remember thinking 'I don't like sitting on this corner', when a car hurtled around the bend behind us and came into the back of our car," she says. Sitting there, strapped in his car seat, was Brockman's two-year-old son Isaac. "He appeared to be sleeping but then I realised he'd been knocked unconscious."

Soon, the ambulance, followed by the KSS helicopter, arrived. Isaac was diagnosed with a depressed skull fracture and intubated before being airlifted to King's College Hospital in London. Now in his second year at primary school, he has since made a full recovery. Reflecting on the experience, Brockman says: "Amazingly, we had quite out of the blue made a donation to KSS that morning. You never know when you or a loved one will need the services of their local air ambulance, so I urge everyone to donate."



The pilot often has to land in very tight spaces

The latest helicopters have a larger cabin

"We're a delivery service," says Bootland. "KSS delivers a specialist paramedic and a doctor, who is not present in an ambulance crew, trained to deal with everything from trauma to performing open heart surgery on the roadside. We also bring much of the vital kit and fluids necessary to help patients survive. As recently as 10 years ago we couldn't deliver blood and perform transfusions. We can now."

That KSS can do so is due in great part to the charity's recently acquired Agusta Westland 169s. They first arrived in 2017, offering a much greater payload than their predecessors, in addition to a larger cabin providing easier patient access and the space to perform life-saving interventions while in the air. Thanks to its two 1000 shaft horsepower Pratt and Whitney turboshaft engines, it's a fast and efficient machine. Even so, co-pilot Mike Jones says the fear of engine failure, especially in extreme situations, is always present. "We're often operating in small and cramped areas where only a vertical approach and take-off are possible. These require huge amounts of power, so we're thankful we have two engines to rely on."

As part of their daily routine, the pilot and co-pilot check the two in-service helicopters thoroughly, including that they are producing the correct power. They are clearly very experienced, but it's all eyes on the deck as the helicopter approaches an incident.

"An Agusta Westland weighs seven tonnes and the downdraught from its rotor can move sheds and churn up debris, so it does one go-around to allow all four crew members to scope out the landing area," says Ben Macauley, clinical operations manager. It's a dangerous business, too, as KSS knows only too well. In 1998, one of its helicopters was returning from an incident when it suffered mechanical failure and crashed. Three crew members were killed.

During daylight hours, the helicopters can't fly in cloud lower than 500ft or at night lower than 1200ft. On these occasions or during multiple call-outs, KSS deploys its fleet of four Volvo XC90 rapid response vehicles. Just like the helicopters, they are delivery vehicles bringing a doctor and a specialist paramedic, who also drives. They can carry as much as the helicopters, although not a patient. If necessary, the doctor can accompany and attend to them in the ambulance.

"They're 'authority-spec' cars with uprated chassis, wheels and brakes to deal with the extra weight," says Macauley. "We like Volvos, which we've found to be tough, reliable and safe." Those three words could equally apply to the life-saving teams at KSS. ■

Each helicopter flies with a crew of four

Air Ambulance
Kent Surrey Sussex

KSS's Volvo XC90s come in beefed-up 'authority spec'

Air Ambulance
Kent Surrey Sussex

SUNDAY

Could this be the best way to go for a hedonistic Sunday drive in 2023? **Piers Ward** dons his finest waterproof, windproof and sandproof outfit

PHOTOGRAPHY LUC LACEY

BEST

RZR
RZR
POLARIS
POLARIS
TRAIL

I've got thermal underwear on, jeans, waterproof trousers, a T-shirt, a shirt, a woollen jumper, a gilet, a down jacket, gloves, a scarf and a full-face helmet. And I'm still freezing cold.

Matt Prior is obviously made of tougher stuff because it doesn't look like there's quite so much ice coursing through his veins, but then that's because he's used to this frigid transport malarkey, on account of his bike licence.

The reason we are suffering for our art, dear reader, lies underneath us, as Matt and I are sitting in the Polaris RZR and Segway Villain respectively, two off- and on-road buggies that are aiming to change the way we feel about these previous farm and forestry workhorses. We're here to answer a very simple question: in the age of ever costlier cars and ever more crowded roads, could these be the Sunday 'cars' for the 2020s?

There's no doubt that they do offer something different, as ➔

Legally, you must run with reduced power on road

← evidenced by their specs. The Segway Villain is the all-new offering, from the same company that built the funky two-wheeled 'personal transporter' of the early 2000s – but if you're expecting something electric with a clever gyroscope, you'll be disappointed.

It hails from the US, like all these things, and is most definitely not powered by electricity. Not if the raucous engine noise is anything to go by. This is a 1000cc four-stroke twin-cylinder petrol developed and built by Segway. It doesn't produce much power or torque (104bhp and 69lb ft, fed through a CVT transmission with high/low ratios) but then it weighs only 860kg.

Besides, acceleration and top speed aren't what these are about. No one is going to commute in a Villain, especially not with the usage conditions (see accompanying story, p53).

No, off-road performance and on-road competency are where their hearts lie. To that end, the Segway has independent suspension all round – double wishbones at the front, multi-link trailing arm at the rear – with impressive-looking remote shock absorbers mounted on the roll-cage. Tyres are knobbly 29-inchers, beadlocked to 14in wheels. It all sits within a spaceframe steel chassis.

The Segway is switchable between four- and two-wheel drive, with a front diff lock. And it comes as standard with a front winch and towbar, so while it may look like the more 'lifestyle' of our two vehicles, practicality also gets a look in. There's even a glovebox.

One nod to modernity is in the touchscreen and app. It wasn't set up for the UK during our test drive, but it's possible to track your route (handy in the wilds) and wirelessly team up with your mates, as well as look at real-time data on engine power and so on. Personally, I head to the middle of nowhere to avoid people, but then this is the Insta-generation. Always connected, dude.

The Polaris uses a 1.0-litre petrol engine (100bhp) too, again with a CVT. The four-wheel drive system is also switchable, but here you can run in rear-wheel drive with an open diff and rear-wheel drive with a locked diff, or lock the front and rear diffs to give all-wheel drive.

Again, the front suspension is double wishbone, here with 310mm of travel, but the rear doesn't use the Segway's trailing arm set-up. Instead, Polaris opts for double wishbones at the back as well, giving the RZR a slightly squatter look. The Segway appears the more dramatic of the pair because it's longer and lower.

But, as sage Prior points out, the Villain's more aggressive looks might hinder you: if you're on a trail and come across other people enjoying the fresh air, the Polaris is the more approachable of the two.

What both of these do brilliantly is remain operable even when you've got thick gloves on, which is extremely handy on a day that refuses to climb above freezing.

One quick fiddle with a door latch later and I'm perched in the Villain. There's a four-point harness in the Segway, but it's connected to reels so it's easy to put on. The 'doors' are in reality thin bars that hinge from the rear but you don't feel exposed. This is mainly because there are no windows anywhere so one less bit of bodywork doesn't really make any odds in the grand scheme of things.

As soon as you start the engine, you're aware of the somewhat crude powerplant. Ear plugs are a must in this, even with a helmet. You'd think that with the engine →

> “Ear plugs are a must in this, even with a helmet”

Chilly Ward (right) looks at a warm Prior with envy

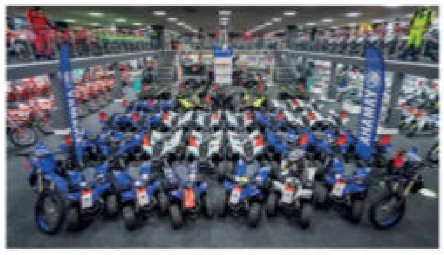
$6.6 billion
Value of Polaris, as of 1 February 2023.

WHERE WE GOT 'EM

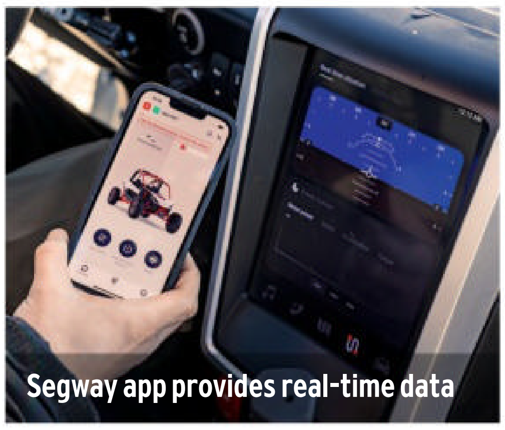
We borrowed the Segway and Polaris from UK dealers Marsh MX and Paterson ATV respectively. Both businesses give insights into how motorised leisure is changing.

PATERSON ATV

PATERSON ATV
Established in 1947 and based in south-west Scotland, Paterson grew out of a motorbike business to adapt to the shift in agricultural practices, going from quad bikes to selling increasing numbers of side-by-sides, mainly with a farming focus. Although the agricultural sector remains the main thrust of the business, the leisure side is growing.



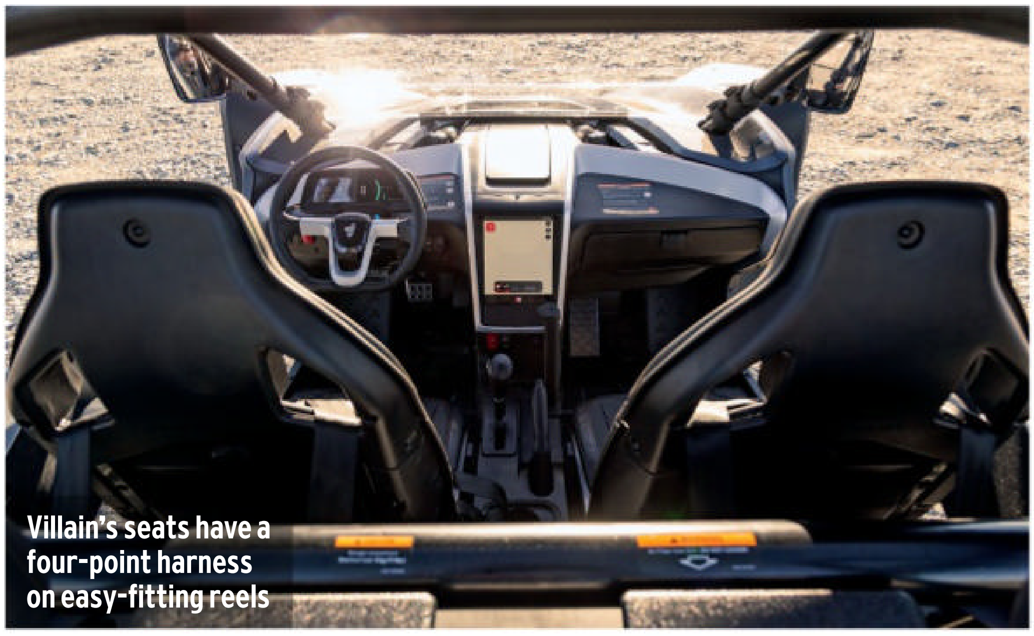
MARSH MX
Marsh MX is run by two brothers – Gareth and Anthony Marsh – and it's been quite the growth curve since they took over a motorcycle business in Merthyr Tydfil in 2010. Entirely leisure-focused, Marsh MX is proof of the explosion in off-road motoring and offers brands from CanAm to Honda to GasGas to Segway, among others, with next-day delivery an option.


Segway app provides real-time data

Remote dampers are sited on roll-cage

Top speed on an RZR is… unimportant

RZR, like Villain, has CVT with low/high


Villain's seats have a four-point harness on easy-fitting reels

Polaris's open-air cab does little to diminish the noise

behind you, the noise might head rearwards but it's all-encompassing. We started off this test wondering if these are the answer for the casual Sunday driver, but in reality you need more commitment than that. The Sunday Land Rover Defender user? Now you're talking.

Because as we head out on the road, there's a similarly lovely simplicity to them. The driving position in both gives a good view ahead and the controls are rudimentary, with no niceties like knurled plastics or damped grab handles. Rubberised support bars and wash-down interiors are the order of the day here. Quite literally – the Segway has a drain hole in the floor.

Equally, in more of the Defender-lite overtones, it's a slightly nervous moment the first time you tip either of these in to a corner. What are the knobbly tyres going to do: roll a bit and then bite, or simply get terminal understeer? Will the suspension cope or heave? Will the whole thing simply fall over? It's an odd sensation of ignorance.

Both are far more competent than I initially gave them credit for, though. Much like anything that is built to be brilliant at one thing and okay at another, there are compromises, but once both are leant in to the apex, they perform perfectly well. You just need to be gentle, load the suspension up softly and then, once the weight is in the correct direction, lean on it more heavily.

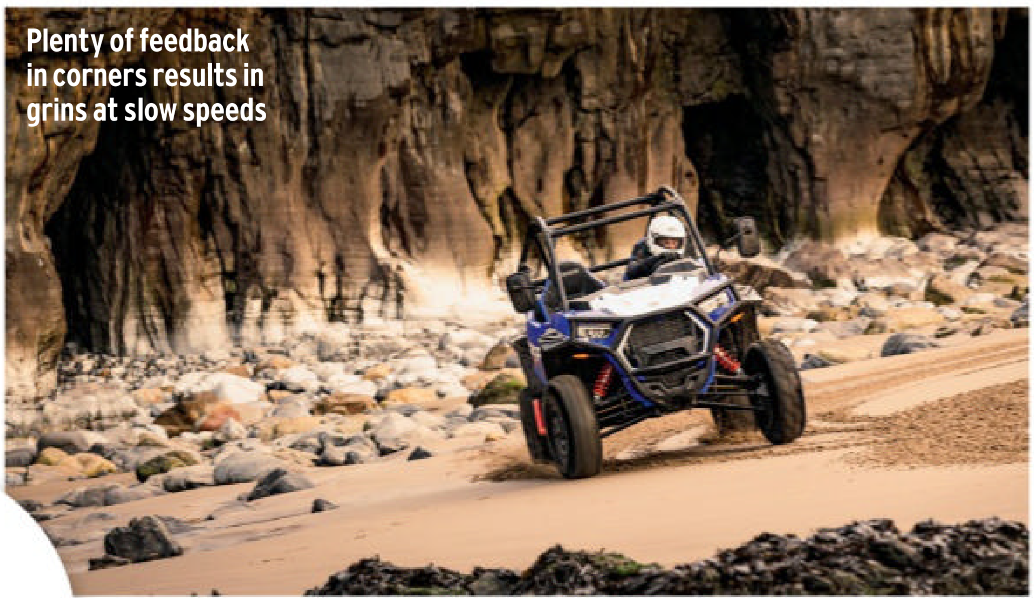
More to the point, they're brilliant fun at low speeds (vital, given the legal restrictions) – a key marker in the modern world. There's little grip from the tyres so both will drift in a lovely slow-speed ballet, with a surprising amount of feel from the seat. It gives them more levels of control than I was expecting. I am by no means any sort of wheelsmith, but even I could come out of a sideways moment looking vaguely in command.

Given the amount of suspension travel and balloon tyres, it's no surprise that the Segway and Polaris also ride brilliantly. There's a certain satisfaction in their go-anywhere ability, absorbing with minimal fuss everything that both Tarmac and terrain can throw at them. The driver needs a mindset switch, because you don't need to worry about how the machinery

> "There's little grip so both will drift in a lovely, slow-speed ballet"

It had to happen: side-by-sides side by side

Segway made its name with two-wheeled personal transporters but now builds everything from quad bikes to robot mowers.



Plenty of feedback in corners results in grins at slow speeds

Fully weatherproof clothing is advisable. For spectators too

Polaris uses a 999cc two-pot petrol

Villain has double wishbones up front

will cope with the scenery. Instead, just let it run and enjoy.

There are trade-offs in both set-ups. The Segway's longer wheelbase makes it a bit more car-like, so it's more stable through a corner and turns in more gently, but the Polaris's shorter wheelbase and tighter turning circle make it better at negotiating tight off-road trails.

Also, in slippery conditions, it's difficult to judge whether it's tyre slip or transmission slip when you pull away, because the Segway's CVT slips the clutch quite a bit. The Polaris is better, yet it's hardly the last word in immediate response.

But little of this matters. You accept the compromises for what they are and revel in the brilliance, which is entertainment at all speeds, even on sand. After a day in the hills above Merthyr Tydfil, we head down to the beach at Pendine to see what they're like on the loose.

Superb and soaking. Prior and I get absolutely drenched and are still picking sand out of crevices two weeks later, but still, it hardly counts as a 'work' day. We spend even more of our time going sideways – all in the name of science, obviously – and again, the terrific balance of both machines is evident.

Their physical shapes do not scream 'feel', but both telegraph what the chassis are doing with a sharpness that's unexpected. You can feel when the drift is about to end a couple of seconds before it does, so it's easy to adjust and reset.

It's the integrity of both that I admire most. There is a beautiful single-minded madness to these machines. It's as if they're saying that if you want to enjoy me, then I demand that you spend 20 minutes dressed in most of the contents of your wardrobe. The sacrifice will be worth it.

Do they add another dimension to the Sunday car dilemma? Definitely. There are more compromises than some, especially if you obey the letter of the law and run in restricted mode on Tarmac, but if your shtick is trick Defenders and Land Cruisers running across quarries, it's easy to see how these can be a fascinating alternative. You can even spec a heater.

RULES IS RULES. SORT OF

Sorry about this, but we do need to talk about regulations. In America, where the market for side-by-sides is vast, the rules are simple, whereas in the UK, predictably, we prefer a sprinkling of bureaucracy. So, here goes.

There are broadly two types of customer. If you're a farmer, you can buy a buggy with no power restrictions and blast around on your land all day long. If you're a weekend off-roader, you can buy a road-legal buggy, but it will ship to you with power restrictions. To get the full power mode, you need to take it to a third party who will supply two ECU maps so that, in theory, you can run at full power off road and with restricted speeds on road. A fudge, in other words.

	Segway Villain	Polaris RZR Trail S
Price	£17,999	£21,558
Engine	2 cyls in line, 1000cc, petrol	2 cyls in line, 999cc, petrol
Power	104bhp	100bhp
Torque	69lb ft	na
Gearbox	CVT with low/high, 4WD (switchable)	CVT with low/high, 4WD (switchable)
Kerb weight	860kg	600kg
Max tow capacity	1587kg	682kg
Ground clearance	371mm	318mm

CRISIS? WHAT CRISIS?

First we had a pandemic, then supply chain chaos, and now there's war, an energy crisis and inflation too – all against the backdrop of electrification, of course. **Julian Rendell** digs into the latest sales data to see who best weathered 2022's storms

Tesla, BYD, Toyota and Mercedes-Benz emerged as the big winners in the global automotive industry last year, as China extended its position as the dominant market for new vehicle sales.

Tesla's Model Y proved perfect for exploiting the growing global demand for family-friendly electric transport, while Chinese giant BYD had three models in the global EV top 10 – a better result than any European firm recorded. "The Model 3 lost its crown to the Model Y because the latter is an SUV and what most of the customers, even in the EV market, are looking for," says Felipe Munoz, senior analyst at Jato Dynamics.

Global powerhouses Toyota and Mercedes both scored major successes last year. Toyota extended its lead over the Volkswagen Group as the world's leading vehicle manufacturer, while Mercedes sneaked ahead of BMW as the world's biggest maker of premium cars.

All these ups and downs played out against strategic strife in the shape of the energy crisis caused by the outbreak of war in Europe, the chip shortage and recovery from the pandemic. It's therefore no surprise that only two global markets (China and India) grew, recovering to 2020 levels after the ravages of peak Covid.

In the face of this adversity, the car industry did what it does best: roll up its sleeves and find solutions to problems. In this case, that meant focusing on the most profitable models.

"The industry has learned from the three consecutive crises since the pandemic and posted record profits despite the sales drop," explains Munoz.

Data supplied by Jato Dynamics, corresponding to 53 markets, excluding Middle East, North Africa, Pakistan, Iran, Central Asia, Central America and some South American countries. Some data for December is estimated.

US FALLS FURTHER BEHIND CHINA; INDIA RACES AHEAD

China's crushing domination of the global car market kept rolling in 2022, as this country of 1.4 billion people extended its sales lead over its nearest rival, the US, a country of 300 million.

EVs steered China's recovery from three years of stagnation, with sales nearly doubling. But the gap between these two heavyweights stretched because the US market regressed back to 2011 levels, dragged down by shortages of many components, not just chips, and the dwindling availability of cheap lease finance.

India made a huge statement last year by overtaking Japan to become the world's third-biggest market – a significant step forward for a country that has the potential to match China for new car sales, given its similar population.

Germany retained fifth position, despite not growing, while the other major European markets declined.

JATO ANALYSIS

"India was number three, ahead of Japan, thanks to a more dynamic market, better products, deals and a rapid recovery from the pandemic. Japan is a mature market that reached its peak many years ago."

CHINA	26.86m	+2%
US	13.83m	-8%
INDIA	4.37m	+24%
JAPAN	4.17m	-5%
GERMANY	2.87m	=
BRAZIL	1.95m	-1%
UK	1.90m	-5%
FRANCE	1.87m	-10%
KOREA	1.65m	-2%
CANADA	1.55m	-7%

ENERGY CRISIS BATTERS EUROPE, ONLY GERMANY AVOIDING DECLINE

GERMANY	2.87m	=
UK	1.90m	-5%
FRANCE	1.87m	-10%
ITALY	1.48m	-10%
SPAIN	0.93m	-8%
POLAND	0.48m	-7%
BELGIUM	0.42m	-7%
NETHERLANDS	0.37m	-5%
SWEDEN	0.32m	-4%
SWITZERLAND	0.25m	-7%

The best news in Europe came from the UK, at least for us Brits, as the country overtook France to become the second-largest market – a reversal of the 2021 outcome.

Jato tempers this welcome news, however, by pointing out that this was because the UK declined by 5% while France did by 10% and that both are suffering their own troubles.

The UK is trying to cope with Brexit and low consumer confidence, while France is being held back by a shortage of the small hatchbacks and SUVs that usually dominate as manufacturers prioritise bigger, more profitable models.

Specific issues affected other countries, such as Italy having a government that has yet to incentivise BEV sales.

JATO ANALYSIS

"In general, the whole of Europe is suffering the most compared with other regions. As the continent is the most exposed to the energy crisis generated by the war in Ukraine, the economies and their consumers are delaying purchases or simply not buying as many cars as in the past."

COUPES IN FREEFALL BUT AFFORDABLE SPORTS CARS AND SUPERCARS GROW

BMW 4 SERIES
67,761
+4%

FORD MUSTANG
60,919
-11%

DODGE CHALLENGER
57,775
+2%

PORSCHE 911
38,197
+3%

CHEVROLET CORVETTE
37,453
+5%

Two bright spots for Autocar readers within the 2022 figures are affordable sports cars and supercars, which both increased sales, thanks largely to the new Toyota GR86 and Subaru BRZ siblings and increased European demand respectively.

However, overall, a significant decline in the coupé market – including for the Ford Mustang and Mercedes C-Class and E-Class – dragged the wider two-door car market down.

The evergreen Porsche 911, which resolutely sells around 30,000 units per year, narrowly got the better of the Chevrolet Corvette, but encouragingly both cars found more buyers in 2022 than they did in 2021.

Success in the US remains key, as it has since the first British Jaguars and MGs created the market post-war, although Jato cautions that American demand for sports cars is fragile and that without new demand from China (which bought just 17,300 in 2022), the segment "doesn't have a driver of growth".

Proving that newest is best, at least for sales, the GR86 outsold Mazda's perennial best-seller, the MX-5, in the affordable sports car segment.

JATO ANALYSIS

"For supercars, it's pretty much the case as in the coupé segment. The US continued to drive the volume (59,600), but demand barely grew. Instead, growth was driven by Europe, where Ferrari and Porsche are still strong."

TESLA MODEL Y BECOMES NEW KING OF EVs WHILE BYD LEADS THE CHINESE CHARGE

SUVs are the killer app in the car industry – so, as expected, the Tesla Model Y grabbed the global EV crown from the Tesla Model 3. The duo sold 1.15m combined – more than the next five EVs added together. And compared with Volkswagen, whose complete corporate strategy has been redrawn around EVs, Tesla sold four Model Ys for every one ID 4.

Last year's surprise success, the Wuling Hongguang Mini EV (China's cheapest car, at around only £4000), continued to prosper, but new rivals slowed its rate of growth.

With three models in the top 10, BYD is consolidating its position as a serious global EV player and one that Jato believes will only strengthen in coming years.

For Europe's brands, the EV sector remains a challenge in terms of global sales. The Renault-Nissan-Mitsubishi Alliance, an early adopter of EVs, is losing ground, although Stellantis had some strong launches and Volkswagen enjoyed success with the ID 4.

The onward march of Chinese EVs nudged Stellantis down two positions compared with 2021, behind Geely and BYD. Volume totalled 274,000 units versus the 1.24 million of Tesla.

JATO ANALYSIS

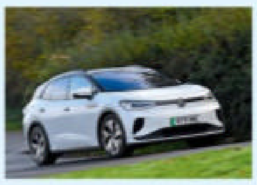
"New models are making the Nissan Leaf and Renault Zoe look aged compared with rivals. The Fiat 500 is well ahead of the [Stellantis] Peugeot and Opel models. And Volkswagen's ID range is alive thanks to the ID 4 and seven-seat ID 6 SUVs, not the ID 3 hatchback."

TESLA MODEL Y
711,269
+85%

TESLA MODEL 3
453,311
-5%

WULING HONGGUANG MINI EV
409,858
+5%

BYD DOLPHIN
182,557
+804%



VOLKSWAGEN ID 4
169,202
+48%

BYD QIN EV
163,329
+146%

BYD YUAN PLUS
148,851
NEW

HYUNDAI IONIQ 5
96,887
+115%

CHANGAN BENBEN E-STAR
95,082
+26%

GAC AION Y
94,757
+202%

EUROPEAN DECLINE BELIES THE GLOBAL STRENGTH OF JAPANESE FIRMS

Browse the back catalogues of Japanese firms and you will discover exceptional variety and creativity. Today, however, there's a feeling of not so much energy in their ranges, which poses the question: are the Japanese losing their grip?

In global sales terms, and some markets certainly, volume has been lost, but Japanese models still took six spots in the global top 10, even though they didn't have a single representative in the European chart.

Meanwhile, in the global brand ranking, Japan's big three take key positions, with Toyota comfortably retaining its number one slot. Nissan and Honda did lose some ground in 2022, the former because its models and brand lost appeal and the latter because of several model changeovers during the year (the CR-V, Civic, Accord and Pilot).

JATO ANALYSIS

"Toyota is still strong everywhere. Honda may not be strong in Europe, but it's very strong in Asia and North America. Nissan keeps playing a big role in China, South-East Asia, the Middle East and North America. And Suzuki is the largest in India, now the world's third-largest market."

TOYOTA UNCHALLENGED ON TOP OF THE WORLD

To be the global number one, a car maker needs the right models in as many markets as possible to sell strongly. That's easy to say, but Toyota is still the only car maker that manages to deliver on all three elements.

The Volkswagen Group's headlong rush into electrification hasn't yet delivered the sales boost hoped for – although freeing production bottlenecks in 2023 may improve the situation.

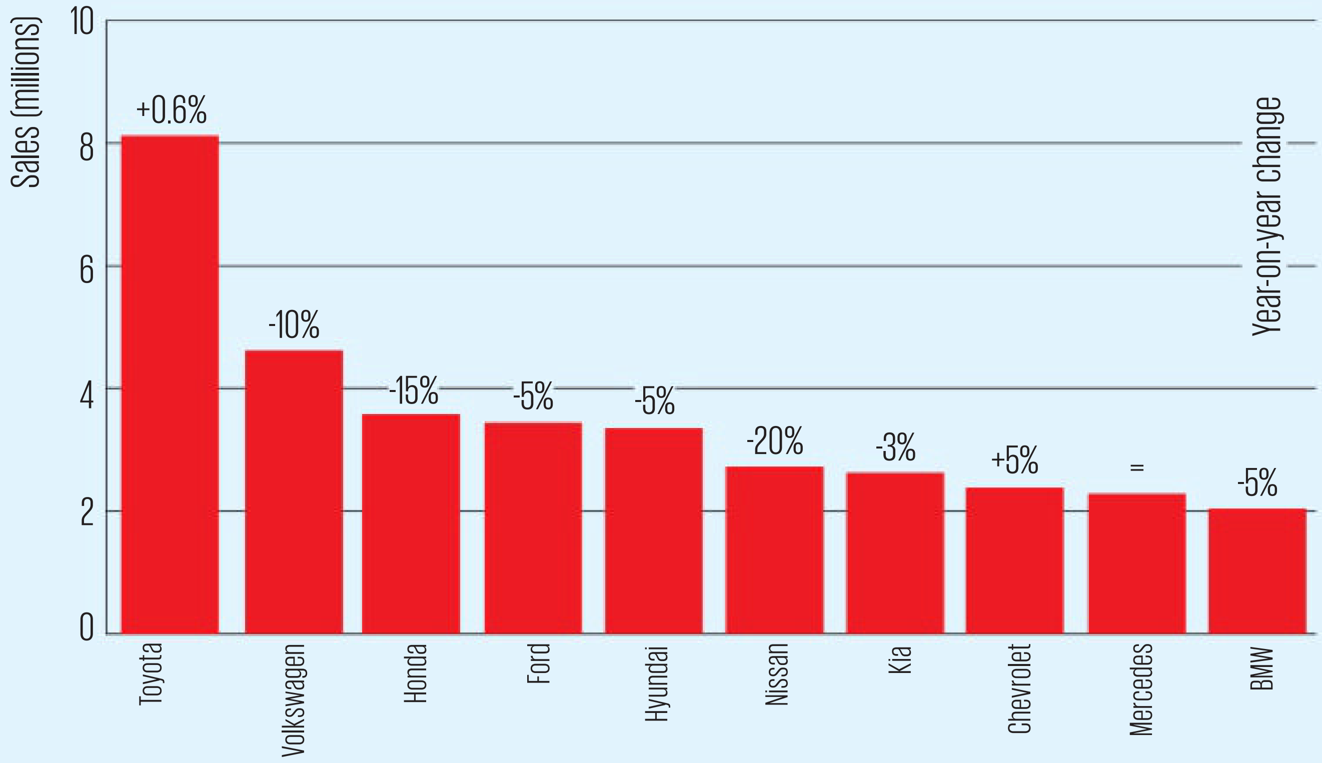
Meanwhile, Honda retains its third-place ranking, just ahead of a resurgent Ford. Its European sales may have dwindled, but it's increasingly prosperous elsewhere.

Jim Farley's reinvention of Ford certainly seems to be paying off, with new models freshening the range and moving the brand ahead of Hyundai and Nissan into fourth spot.

JATO ANALYSIS

"The decisive models were the Toyota Corolla Cross in South-East Asia and Latin America; the Toyota Yaris Cross in Europe; the Volkswagen Lavida in China; the Honda City in South-East Asia and Brazil; the Ford Bronco in North America; the Hyundai Elantra in North America; and the Hyundai Tucson globally."

TOP 10 BRANDS



JLR HAS TORRID TIME AS MODEL CHANGEOVERS AND SUPPLY SHORTAGES BITE

Jaguar Land Rover is struggling to grow, despite an extensive range of premium SUVs and strong demand for new models.

Jato's provisional figures suggest the model changeovers to the new-generation Range Rover and Range Rover Sport have been difficult, with both models recording double-digit sales drops, but it looks like they will bounce back in 2023.

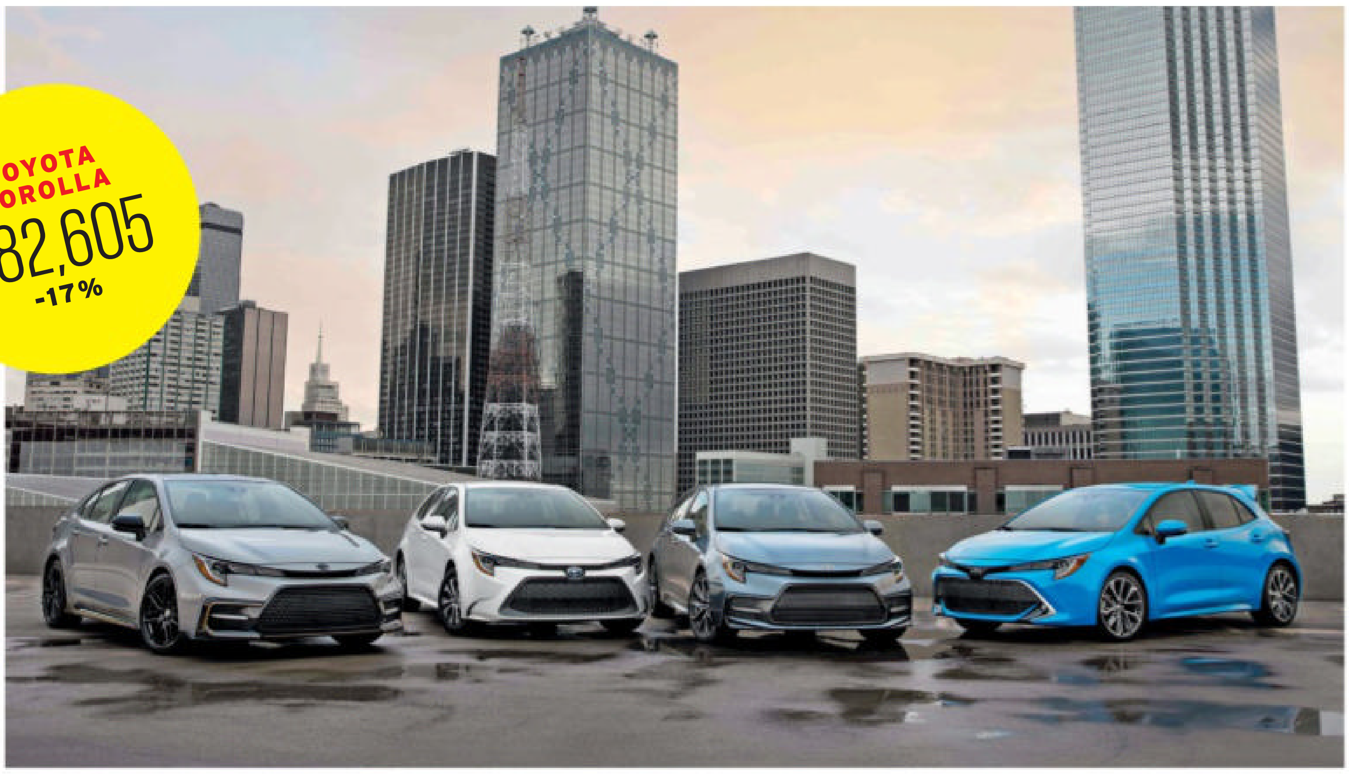
However, waiting lists stretch well into the year, so JLR needs to work to resolve its supply issues and return production to healthier levels.

On a positive note, the Land Rover Defender has established a very strong position, increasing volume by 6% in 2022 to 61,321 – around three times the volume of the old model.

JATO ANALYSIS

"JLR's smaller models also suffered double-digit sales drops, like the Range Rover Evoque with 53,000 (-13%) and the Discovery Sport with 37,000 (-32%). But we should wait for 2023 for conclusions about the company's success."

TOYOTA DOES IT AGAIN WITH COROLLA AND RAV4; PICK-UPS REMAIN HOT PROPERTY



TOYOTA COROLLA
982,605
-17%

In 2021, the Toyota Corolla just beat the Toyota RAV4 to the global vehicle sales title, and that result was repeated in 2022. Together, Toyota's two best-sellers sell almost enough to break into the global brand top 10 and comfortably outsell the entire Audi line-up.

Just look at those full-size pick-up truck sales: America's Ford F-Series, Chevrolet Silverado and Ram range took third, seventh and eighth in the global vehicle top 10. As the electric Ford F-150 Lightning gets established, it will be an interesting sector to watch in 2023.

Tesla maintained a spot in the top 10 with the Model Y SUV, a new entrant straight in at number four. It replaces the Model 3, with the saloon slipping just outside the top 10 ranking.

JATO ANALYSIS

"Despite the strong growth posted by the Model Y, Toyota retains the top positions, thanks to the strong popularity of the RAV4 and Corolla in all of the five continents."

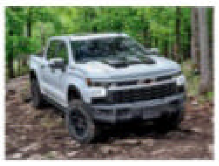
TOYOTA RAV4
973,957
-11%

FORD F-SERIES
772,806
-9%

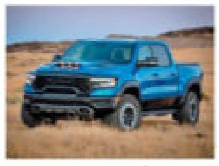
TESLA MODEL Y
711,899
+88%

HONDA CR-V
695,322
-21%

TOYOTA CAMRY
605,280
-3%



CHEVROLET SILVERADO
581,300
=



RAM PICK-UP RANGE
557,429
-13%

NISSAN SENTRA
530,365
-22%

HONDA HR-V
503,848
-22%

Q&A

FELIPE MUNOZ, SENIOR ANALYST, JATO DYNAMICS

What's the outlook for 2023?
"Still negative, but not as bad as in 2022. It's likely to be stagnantion in mature markets, very weak growth in emerging markets and uncertainty in China."

What about the UK? Will a recovery take hold?
"Not yet. It's still struggling with Brexit, plus inflation pressures and car shortage. This is a mature market that isn't expected to post big increases any more."

Are sports car sales holding up as electrification progress or are they still losing ground to SUVs?
"They're still losing ground, but the drop is moderating, thanks to the latest model launches. However, as the offering gets smaller, the demand is expected to continue falling."

What does the Toyota GR86's strong debut tell us?
"Growth is mainly driven by new models, so last year the GR86 outsold the MX-5, mostly because of the age gap. Still, the Mazda was able to occupy second place. In fact, the Toyota's strong results helped the segment to post the highest increase. The GR86's Subaru BRZ sibling also performed very well. But a sales boost like this generally lasts for a short time."

How is the premium EV market going?
"Tesla is obviously ahead of every other brand by far, with BMW following strongly, having more than doubled sales, and quite ahead of Audi and Mercedes. [Chinese company] Nio also outsold those German brands, while Volvo increased its EV sales from 17,800 in 2021 to 60,000 in 2022."

TESLA STILL REIGNS SUPREME IN AMERICAN EV MARKET – BUT FORD MAKES UP FOR LOST TIME

Conceived and built in the US, Teslas dominate sales of new EVs in their home market. They scored 460,000 sales last year – equivalent to 37% of the company's global total.

Given that the overall US market contracted, the percentage increases in EVs show strong demand for them. The Ford Mustang Mach-E put in a strong showing as the best of the rest, splitting the four Teslas in the sales chart.

While in pure numbers the Mustang Mach-E remained a distant third behind the Model Y and Model 3, Ford is mounting the most serious challenge to Tesla in the US, having launched the F-150 Lightning pick-up, while General Motors waits for its own electric trucks to make an impression in 2023.

An eye-catching performance also came from the Koreans, as the Hyundai Ioniq 5 massively ramped up the volume to finish ahead of the ID 4, and the Kia EV6 in its debut year matched the established Volkswagen.

JATO ANALYSIS

"The big three are moving into EVs, although the pace needs to speed up. Ford came second, thanks to the F-150 Lightning and Mustang Mach-E. General Motors wasn't a big star, pinning its hopes on trucks, and was outsold by Volkswagen. Stellantis was still out of the race, as it had no EVs available in the US."

TESLA MODEL Y
208,316
+24%

TESLA MODEL 3
189,206
+27%

FORD MUSTANG MACH-E
39,458
+45%

TESLA MODEL X
33,029
+1256%

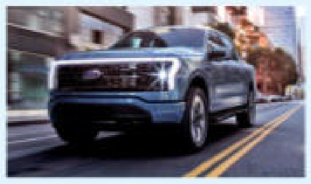
TESLA MODEL S
29,228
+57%

CHEVROLET BOLT EUV
27,091
+883%

HYUNDAI IONIQ 5
22,982
NEW

VOLKSWAGEN ID 4
20,511
+23%

KIA EV6
20,498
NEW



FORD F-150 LIGHTNING
15,865
NEW

MERCEDES AND BMW FIGHT FOR PREMIUM LEAD WHILE TESLA THREATENS AUDI

The story in the premium segment is Mercedes versus BMW and C-Class versus 3 Series.

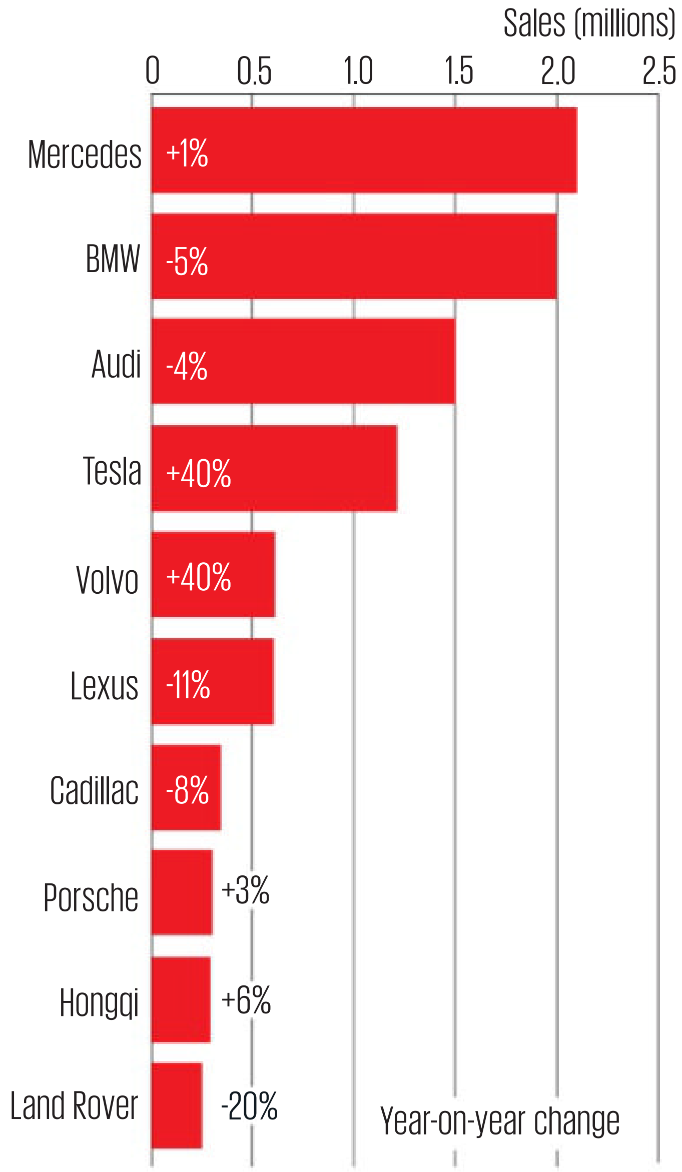
Although Mercedes as a brand barely grew in 2022, it did receive a strong boost from the new C-Class, which offset significant declines of the A-Class and the GLB.

The principal effect of the new C-Class being introduced was it considerably outselling the 3 Series, which dropped 23%. Because the 3 Series contributed much of BMW's growth in 2021, its decline had a magnified negative effect on the company's sales in 2022.

Two other BMW models fell back in 2022, the X3 and X1, both in the hot-selling SUV segment. The latter entered a new generation, skewing the figures. As BMW's third and fifth best-sellers, these drops had a sizeable effect on overall sales.

The case of Audi is different, as it didn't introduce a single all-new model last year.

TOP 10 PREMIUM BRANDS



YOUR VIEWS

WRITE TO
autocar@haymarket.com

Simplicity is key

I wonder if someone can enlighten me as to why manufacturers are pushing keyless entry as a desirable feature. What's the advantage of a less secure entry system?

I've had a keyless-entry car stolen while parked on my drive, and video of the theft showed how quick and easy it was to steal. I now keep my keys in a Faraday pouch in my pocket when out and about. So to open my car I have to take the pouch out of my pocket and open it before the car will unlock. With my wife's non-keyless-entry car, I take the keys out of my pocket and press a button. So it's probably quicker to open her car than mine.

There's a well-known phrase that manufacturers would do well to bear in mind: 'Keep it simple.'

Tong Oldershaw-Smith
Via email

Surcharge frustrations

It's now almost six years since the punitive road tax surcharge for cars costing more than £40,000 was introduced. The arbitrary figure, which adds £1420 to the first five years tax bill, is based purely on some kind of envy. It certainly has no effect on emissions, as a 'dirty' car can be cheaper than a 'clean' version that has an upgraded audio system. A car I bought soon after the surcharge's introduction was pushed into that territory because it was painted black and not white.

The surcharge is becoming increasingly iniquitous, because the amount of car you can buy for that money is quickly diminishing. Even without the current rampant inflation, an index-linked threshold would be at least £48,000.

Assuming the surcharge is here to stay, are any manufacturers or trade bodies lobbying for the threshold to be increased? And why don't manufacturers make a bit more effort to stay under the threshold? A significant number of popular models cost around £40,200.

A final point to be aware of is that while the surcharge applies from the second time the car is taxed, if you buy a demonstrator or pre-registered car, that concession may have been given only a 'free' month.

Colin Barnett
Via email

Sport Line is perfect hot Civic for Chris

LETTER OF THE WEEK

Stuck in the dark ages

As an Autocar reader of some 30 years without ever having written in before, I was motivated to respond to Trevor Hunt's enlightened letter in your 11 January issue.

A black interior is more than a subjective issue – it's a strongly practical one. Try buying any normal car that doesn't have black carpets, often with black overmats – the silliest possible choice. The first footstep into the car in anything but a spotless shoe creates dirty marks. Every small mark shows.

Then there is the recent fad for black headlinings. As a professional interior lighting designer, the last thing I would specify for a client (except a nightclub) is a black ceiling. In a car, it's like driving with a thunderstorm permanently overhead.

Black interiors absorb 95% of the light falling on them, leading to a perception of a shrunken, oppressive, more confined space, so why do all the manufacturers do it?

I realise that just-in-time manufacturing techniques limit the possibility of choice for the customer, but surely Henry Ford's famous attitude towards car colours really does belong to the dark ages.

MG has created a first-class, value-for-money EV in the 4 and then spoilt it all by offering only an all-black interior, which there would be no escaping if I bought one.

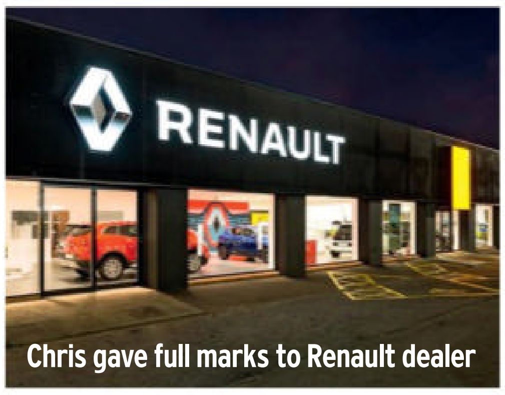
Miles Pinniger
Via email

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

I'll keep mine

As an FK8 Honda Civic Type R owner, I was interested to read Richard Lane's comments about the new FL5 Civic Type R (First drives, 18 January). It sounds as if the FL5 may have lost some of the excitement which makes the FK8 such a delight to drive. Interestingly, I had the same comment when I changed a BMW 135i for a 140i a few years ago. My FK8 is a facelifted Sport Line with the smaller rear spoiler and smaller (19in) wheels – maybe the best compromise? I think I have a keeper, particularly in view of the FL5's 30% price hike.

Chris Dewing
Bromsgrove, Worcestershire


Chris gave full marks to Renault dealer

Dealers beat agents

I've followed with concern the adoption by some manufacturers of the agency model for dealerships, feeling that this isn't in the interests of the private motorist, as it gives the dealer a reduced stake in the community and takes the emphasis off individual customer service.

I was therefore very pleased to see that Renault has rejected this model and will continue with the tried-and-tested structure for dealerships, as I recently purchased a new Kadjar from my local Renault dealer, Platinum of Trowbridge.

All staff at the dealership with whom I had contact were friendly, polite and well informed. The manufacturing and delivery dates were soon established, and although I raised two small queries in this regard with Renault UK, its staff were readily contactable and replied courteously and efficiently.

So it's three cheers from this private owner for Renault, which clearly believes in the mantra that 'if it's not broke, don't fix it' and is committed to good customer service at all levels. My first Renault will not be my last.

Chris Williams
Trowbridge, Wiltshire

Failed by government

I wasn't surprised by the collapse of Britishvolt, but at the same time I was very disappointed, because it

shows that this government has a short-sighted attitude to the future of the British car industry. The £30 million that Britishvolt requested really is a small amount these days for long-term investment, surely?

It seems the government really has no interest in our car industry going electric. So what happens now? Do we buy batteries from other countries – another nail in the coffin for British industry?

Julian Booth
Via email

The prospects are indeed looking dire, so let's all hope that the preferred bidder for Britishvolt, Recharge Industries, can make a big success out of it – KC

Land Rover fiasco

I worry about Jaguar and Land Rover. I've driven their cars for some 20 years but fear for their future.

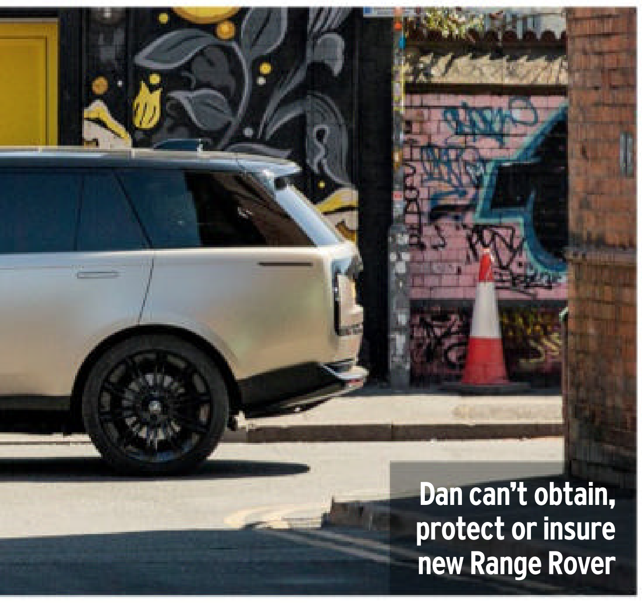
The unknown direction for Jaguar has been well documented by others, but my recent experience with Land Rover raises concerns.

I ordered a Range Rover (my fourth) from my regular dealer (Grange of Barnet) 12 months ago. We know about the 200,000-plus order backlog, but the dealer assured me at the time that JLR was prioritising its more profitable cars. I've heard nothing from the dealer since. I'm not sure if this is arrogance or incompetence, but it's not an experience worthy of a £100,000-plus car.

More worryingly, the reliability issues of Range Rovers are accepted by loyal owners, but JLR's apparent inability to improve the security of its cars is now causing a real issue. Despite fitting various aftermarket security products and enhanced security at my home, my insurance broker has found it impossible to obtain a reasonable quote on the new Range Rover. Many insurers now won't cover a Range Rover in London. Indeed, my broker could obtain only one quote on terms that were so egregious that the purchase is made impossible to contemplate.

I know that car theft generally is at a high, but I question why Land Rovers apparently continue to be so vulnerable. Surely I can't be the only loyal customer who is now being forced to look elsewhere?

Dan Adler
London



Dan can't obtain, protect or insure new Range Rover

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 22 FEBRUARY

GROUP TEST

Honda Civic Type R vs rivals

We've loved it in isolation, but now the new Type R faces its toughest test as it takes on the Audi RS3, Hyundai i30 N and VW Golf R

DRIVEN

AC Schnitzer M240i

German tuning meister unlocks the magic in BMW's junior coupé

FEATURE

Lunaz

Meet the firm aiming to revolutionise how we can repurpose ICE cars in the age of EVs

EVERY WEEK

OUR CARS

Ora Funky Cat

China's Mini-rivalling EV joins our fleet. Is it more than a cute name?

USED GUIDE

Bristol Fighter

There are cult cars and then there's this. How to buy a hyper-rare coupé

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CONTENTS SUBJECT TO CHANGE

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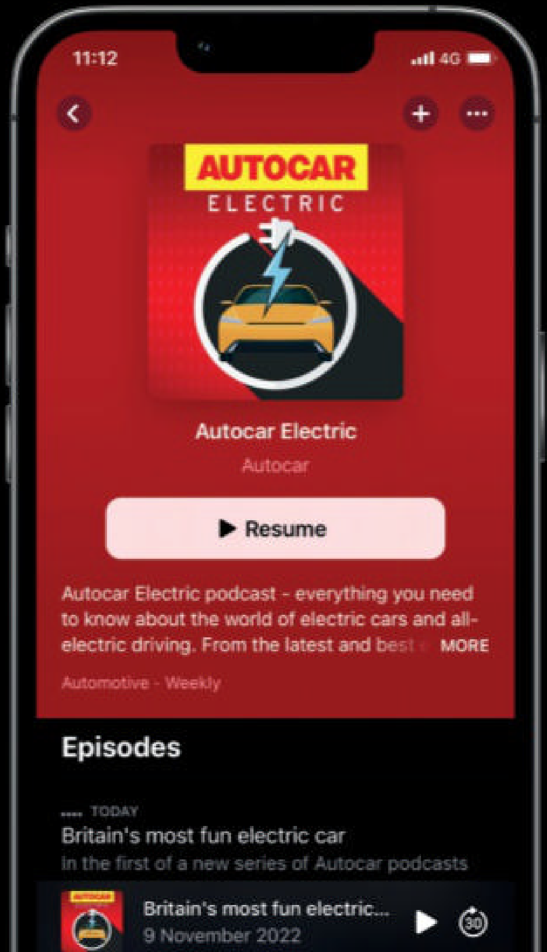

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TODAY

Britain's most fun electric car

In the first of a new series of Autocar podcasts

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9 November 2022

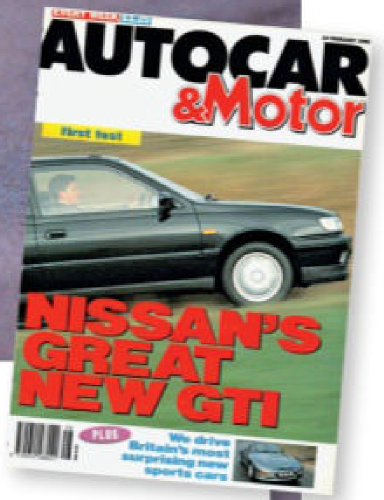
The Autocar

ON THIS DAY

IN 1992

GTi got extra lights and rear wing but not GTi-R's vented bonnet

Nissan continues its hot run of form



LIKE TOYOTA NOW, Nissan was enjoying a golden era in the late '80s and early '90s and showing off with great performance cars.

Having homologated the new Mk7 Sunny for Group A rallying with the scorching GTi-R in 1990, the Japanese firm set to work on a hot hatch for all, rivalling Honda's Civic VTi and Vauxhall's Astra GSi.

Its look was toned down from the GTi-R, it drove via the front axle only and its 16v 2.0-litre four made 146bhp rather than 227bhp. But that was still strong when the kerb weight was 1111kg.

It would spin up to 7500rpm and slug gamely from low revs, this class-leading flexibility meaning overtakes were never any bother (although standing starts could be), and the short-stacked manual gearbox gave joyously slick shifts.

The rear suspension was neatly set up to cancel the understeer if you cornered too quickly and the tyres gripped with a vengeance. However, full-blooded drivers would suffer torque steer; rivals were notably better in this regard.

Pleasingly, though, its handling prowess and superb body control didn't ruin the Sunny's ride, which we found firm yet still supple.

Our only other criticism was that the steering, while generally good, could have had more feel.

Overall, then, we had no reason not to give it a hearty thumbs-up.

KRIS CULMER

Mazda sets sights on BMW with new premium saloon

Japan's economy was booming in the mid-1980s, giving Mazda the confidence to announce an aggressive growth and diversification plan. It created four new brands: Autozam for cheap cars, Eunos for sporty cars, Anfini for luxury cars and Amati for the US market, aiming to match the success of Acura, Infiniti and Lexus.

The first Eunos, arriving in 1992, was an executive saloon named the 500 and set to rival the BMW 3 Series, although in Europe it was to be branded a Xedos.

This word soup of a brand strategy was soon poured down the drain, though, after the Japanese economy bubble burst and sent overstretched Mazda into a liquidity crisis. Xedos became a Mazda model line, Amati was killed before it was even launched and the three extant brands were left to wither on the vine.

Would the Mazda Xedos 6 make good out of a bad situation, then?

We found the 2.0-litre petrol V6 to be glassy smooth and refined and more frugal than the 3 Series but relatively torque-short, at 163lb ft. Its handling was comfort-focused yet entertaining on twisty roads, enhanced by chatty steering. Only the cabin design really let it down.

Sadly, few Brits were interested, the Xedos 6 and its larger Xedos 9 brother being thrashed by BMW and withdrawn in 2000 and 2001.

Toyota to enter Formula 1?

Tachi Oiwa Motor Sport (TOM'S) was created in 1974 as a Toyota tuner and ever since then has enjoyed a fruitful partnership with the Japanese giant. In 1992, we heard it was working on a Formula 1 entry, hiring world-leading F1 engineer John Barnard to preside over a base in Norfolk. It was doing well in endurance racing, running the 92C-V for Toyota, and hoped Toyota would get on board with the F1 idea. Sadly, the answer it gave mid-year was 'no', and Barnard left for Ferrari. TOM'S persevered but never made the grid. Toyota did in 2001 but quit after 2009 wishing it hadn't, having spent billions for not even one win.

Big potential in new AC Ace

Having revived the AC brand in 1986 after one of its many failures, Cobra specialist Autokraft decided to make a new sports car with help from Ford. A concept came in 1986 but Ford got cold feet. Yet despite many lawsuits, a heavily redesigned Ace arrived in 1991, with a 217bhp Yamaha-Ford V6 driving both axles and many other Ford components. We were mightily impressed by the handling and ride, seeing huge potential for the future. However, the production Brooklands Ace was an abject failure, fewer than 60 being made from 1993 to 2000.

GETTY IMAGES

OUR CARS

FEATURED THIS WEEK

CITROEN C5 AIRCROSS

PEUGEOT 308 SW

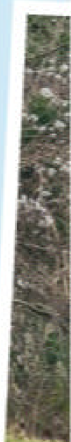
SKODA ENYAQ iV vRS

TOYOTA YARIS CROSS

VAUXHALL ASTRA

VOLKSWAGEN MULTIVAN

VOLVO XC40 RECHARGE



TOYOTA YARIS CROSS

New hybrid compact crossover is selling like hot cakes, and we've just left the bakery

FIRST REPORT

WHY WE'RE RUNNING IT
To see why people are scrambling for this latest hybrid crossover offering

If ever there were a sign of these times, it's how many superminis are becoming crossovers. The Ford Puma has supplanted the Fiesta, Volkswagen offers both the T-Cross and Taigo beside the Polo, the Hyundai i20 has grown into the Bayon, the Citroën C3 comes as an Aircross… Need I go on? Yes, I do, because I've just taken delivery of a new Toyota Yaris Cross, a jacked-up version of the Yaris.

Toyota sold some 22,000 examples of the Yaris in this country last year, off the back of the brand's famed reliability and 10-year warranty and the hatchback's strong on-road qualities, incredibly frugal, bang-on-trend hybrid powertrain and increasingly rare value for money.

All of these things surely have been translated into the Yaris Cross, and this plus the more in-demand bodystyle should make it leap ahead soon despite being unfamiliar to the public. Oh, would you look at that: Toyota has just published the figures and it scored 1280 sales to its little sibling's 1926 in January.

So good is the Yaris's hybrid powertrain that it has been carried over wholesale here: a naturally aspirated 1.5-litre three-cylinder petrol engine, running on the efficiency-boosting Atkinson cycle, is assisted by an electric motor with a 1.5kWh battery for a total output of 116bhp. It drives either the front axle or both of them through an e-CVT and is the sole engine choice.

I've always disliked continually variable transmissions, so fingers crossed that the 'e' here prevents that ear-splitting revving every time I touch the accelerator.

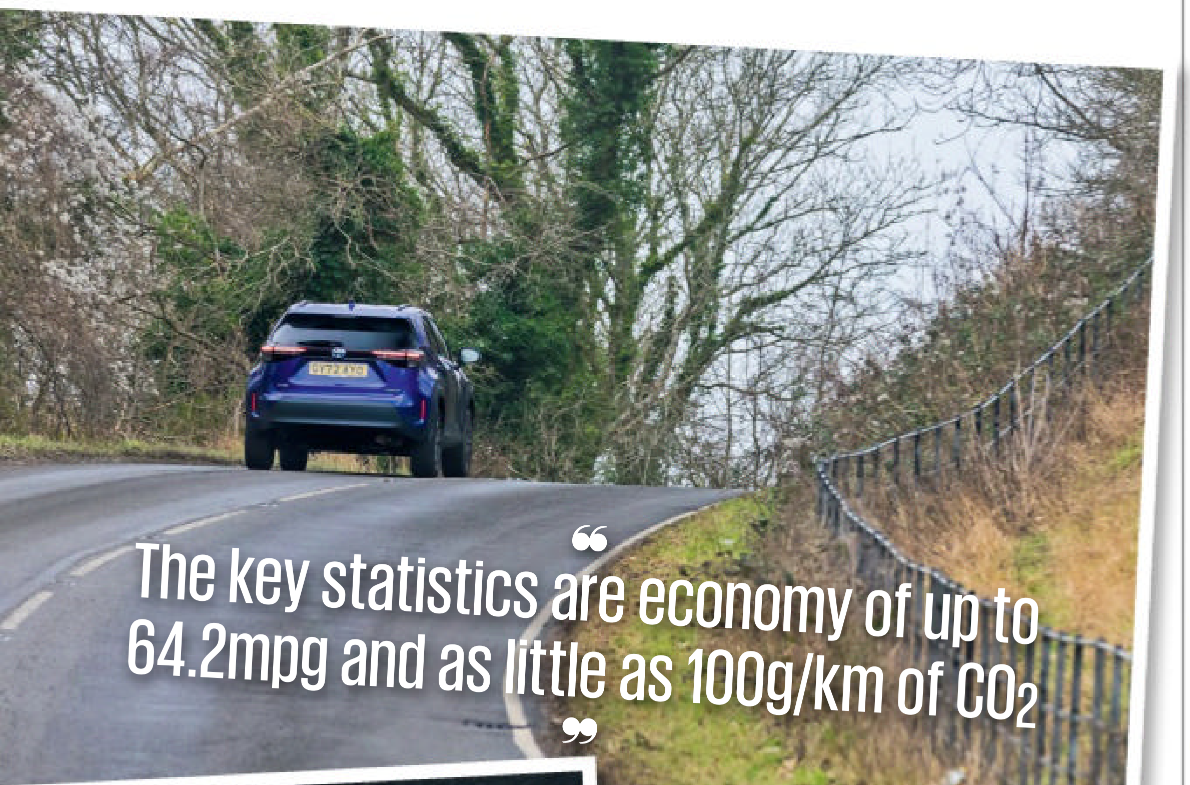
The key statistics are efficiency of up to 64.2mpg and as little as 100g/km of CO_2, which are both impressive, no doubt helped by the relatively low kerb weight of 1175kg. If you go for a front-wheel-drive car, that is, which I have, because I live in the city and rarely go off road.

I've also gone for Design trim, the second of four, which adds LED lights, bigger (18in) wheels and a wider driver's information display, among various detail changes. I've added the £500 Tech Pack, too, in order to get a 9.0in infotainment touchscreen with wireless Apple CarPlay and Android Auto, rather than an 8.0in one with neither.

SECOND OPINION

When it comes to Yarises, Kris's Cross won't make you want to jump, jump like a GR will. But excitement isn't the goal: this is an on-trend crossover that's good value for money and perfectly fine to drive. I doubt it's going to thrill, but it will charm with its practicality and ease of use. **JA**

Wireless Apple CarPlay is really handy



> “The key statistics are economy of up to 64.2mpg and as little as 100g/km of CO2”

Higher seat gives the driver a better vantage point in town

To be honest, I'm already kicking myself for having done that rather than adding £2757 to step up to Excel trim to get that bigger screen plus parking sensors, electrically retractable door mirrors and, most of all, when we're enduring such a miserable winter, heated front seats and a heated steering wheel.

Don't make the same mistake if the difference is just a few quid on your monthly PCP bill. Right now, our Design would be £391 per month after a 10% deposit, whereas an Excel would be £419, so maybe it would be worth it for you.

Be wary of the whole-hog GR Sport, by the way, because experience of the harshly riding Yaris GR Sport suggests it might quite literally be a hog.

The interior has yet to win me over, because my first impression was unfortunately more Cozy Coupe than cosy coupé, as there are lots of unappealing grey plastic areas and chunky mouldings around.

With that said, I must praise the fact that Toyota has kept its air-conditioning dials physical and significantly improved its touchscreen system, which no longer looks or feels like it was bought in from Halfords, being presented smartly and responsive.

Toyota says it targeted a “confident and natural” driving experience for Yaris Cross, so that I always have “peace of mind” and “feel connected with and in full control of the car”. I have to say that sounds pretty good to me for what is intended as family transport or a commuter, and I've certainly driven such cars where the terms “doubt-inducing and odd” would be the appropriate adjectives instead. Successfully making ‘just another car’ is so much harder than people imagine. You need only look at some of China's recent efforts for evidence of that.

Certainly I've heard a lot of very good things about the latest Yaris and Corolla, and it will be interesting to see how Toyota's engineers have further refined the hybrid powertrain and TNGA platform since, say, the slightly larger C-HR crossover I drove after it emerged six years ago.

More important, though, is to weigh it up against the Nissan Juke, Renault Captur and Honda HR-V hybrids. Which is most practical, especially if you have kids to move about or need to get loads in the boot? Which is easiest to live with? And does the Yaris Cross live up to those economy claims, so especially eye-catching in the current climate?

These are the things that I will keenly be putting to the test – and so far, things are looking promising.

KRIS CULMER

TEST DATA

TOYOTA YARIS CROSS 1.5 HYBRID DESIGN E-CVT

Price new £26,530 **Price as tested** £27,645 **Options** Galactic Blue metallic paint £615, Tech Pack £500 **Faults** None **Expenses** None **Economy** 62.8mpg (WLTP)

OWN ONE? SHARE YOUR EXPERIENCE
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CITROEN C5 AIRCROSS

Car makers need to learn when to offer help and when to stay in their lane

MILEAGE 9227

WHY WE'RE RUNNING IT
To find out if a big Citroën can make you feel relaxed about a charging network with so few places for a PHEV to plug in

Automated convenience features have become hard to avoid on so many cars. In terms of efficacy, they're a very mixed bag, as often as not annoying and frustrating rather than making your life easier.

Those on our C5 Aircross are a fine example. Some I'm coming to like, some I can't turn off quickly enough, if at all – and a few cause such alarm as to threaten mishap.

Highway Driver Assist, a £550 option, combines lane keeping assistance with adaptive cruise control, helping you keep the car within its lane and regulating your speed. The thing is, I can't stand it.

Citroën says it's best activated on dual carriageways, but even there the steering follows phantom white lines much too often, steering you out of your lane as often as keeping you within it and fighting your inputs much too belligerently. On single-lane roads with inconsistent markings, it's borderline dangerous.

Thankfully, Citroën allows you to use the active speed regulation independently, having turned off the steering regulation.

The standard keyless locking and unlocking works better – perhaps because it's a simpler system. Unlike in my last long-termer, a Dacia Jogger, not once have I needed to grope for my keys because the car wouldn't open when I wanted it to or wouldn't lock. There's a capacitive button on the door handle that you can press if the car hasn't unlocked as you approach, but it rarely seems to forget.

And once you're inside, you can leave your keys in your coat pocket, because the ignition is controlled by a button. But you don't just jab at it: a long press will activate the ignition and start the engine at the same time; when the engine is running, a short one will simply stop it; while a long one will also put the gearbox into park and engage the electric handbrake for you, if you're feeling particularly lazy. Much of the time, I am that lazy.

The thing is, it's a little too easy to just press the button when you're parking, rather than remembering to press and hold. So if you're not careful, you can leave the car in neutral with the handbrake disengaged while running into a garage for a comfort stop – and then only remember and turn around after 10 paces or so, occasionally to see your car slowly rolling towards an obstacle.

A feature that's intended to make my life easier but almost makes it much harder: this is the kind of thing that especially makes me wish for simpler times.

LUC LACEY

LOVE IT

STRIKING LOOKS
The kooky styling is a real grower, with the Airbumps along the lower door panels setting the car apart.

LOATHE IT

BUCKAROO
The squidgy brake pedal makes it difficult to stop smoothly, too often making you seem like a dullard.

TEST DATA

CITROEN C5 AIRCROSS PLUG-IN HYBRID SHINE

Price £35,935 **Price as tested** £37,030 **Faults** None **Expenses** None **Economy** 30.6mpg **Last seen** 1.2.23

OWN ONE? SHARE YOUR EXPERIENCE
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After one too many scares, Lacey turned off lane keeping aid

VAUXHALL ASTRA

Its real-world range is a quarter of the official figure – and that's pretty good going

MILEAGE 5777

WHY WE'RE RUNNING IT
To judge how Vauxhall is doing in the big-volume but tough hatchback market

It's odd how long it has taken me to find the correct answer to the essential question that springs from running a plug-in hybrid: what's the fuel consumption really like?

The difficulty results from the fact that, if you want to be literal about it, there are multiple answers – all incorrect. For short hauls, the consumption can be zero. And if you're talking WLTP, the official figure is also magnificently daft. For this 178bhp 1.6-litre Astra, it's 256mpg. See what I mean?

At last, however, I've done enough miles over a big enough variety of journeys to have found the answer. And it's good news. If you start with the Astra fully charged, then take it on a typical 220-mile British round trip, mixing city and town driving with some 70mph motorway stints and the occasional enjoyable back-roads thrash, you will achieve 62-64mpg at the end.

Double the distance without charging and your mileage will have fallen to the mid-50s, little different from what I was getting from the 1.2-litre three-cylinder turbo petrol Astra that I ran before this one.

The message is that in some conditions you can spectacularly beat the figures offered by an efficient petrol car, but over long distances you won't. Thus, whether or not as a private buyer you choose PHEV or conventional – the price difference is £7000 to £10,000 – is more about principle than money-saving. If it's a company purchase, the benefit-in-kind tax savings on PHEVs (8% versus 29%) are a no-brainer.

One property has become pleasantly clear: there's no reduction in driving enjoyment if you choose the PHEV. In the first 1000 miles, knowing my new Astra had a relatively complex driving system, I was always straining my ears to hear what was going on. But the system's various components are so well integrated that you might as well give up. In any case, you can hardly hear the powertrain above the wind and road noise – not that either is excessive. It's wisest simply to abandon yourself to the easy availability of creamy power.

The Astra PHEV isn't hugely quick, though the 0-60mph time of 7.7sec certainly makes it brisk. The big appeal is the easy and precise availability of thrust at all speeds. There's a more effortless response out of bends than if this car had merely been powered by a 178bhp ICE engine: these days, pure petrol-burners need an extra instant or two to respond, so as not to chuck out too many pollutants. In the PHEV, if you decide to overtake someone, the car responds as quickly as your foot can move.

Talking modern gadgetry, two more Astra properties come to notice, one good and one bad. Bad first: the mandatory lane assistance system. It's more intrusive than many, and even with a shortcut set up on the central screen, it takes a four-stage operation (find, press, confirm, return) to kill it. And you must do that whenever you drive. I can't tell you how infuriating it is to have some phantom know-all in the steering rack trying to stop you steering around potholes that might otherwise damage your wheels and tyres.

On the other hand, the adaptive LED headlights are superb. They show more of the road (and verges) more of the time, without annoying opposed traffic. The system must already have prevented dozens of injuries and hundreds of bent wheels and fenders. It's a pricey option if not included as standard (ours is) but worth it.

In sum, the Astra has been performing extremely well. The PHEV is low, sporty, comfortable, economical and effortless. And I always look forward to driving it, which is the biggest plus point of all.
STEVE CROPLEY

MPG can vary wildly from driver to driver; our car's a looker (when clean)

LOVE IT

SNAPPY STYLING
Our Astra feels satisfyingly low and sporty, which is how it handles. Car lovers see echoes of the revered Opel Manta, too, which is a positive.

LOATHE IT

LANE KEEPING ASSISTANCE
Sure, this is a mandated item, but rival car makers do it a lot better – both from the switching on and the performance. Needs fixing.

TEST DATA

VAUXHALL ASTRA 1.6 TURBO PHEV ULTIMATE
Price new £36,115 **Price as tested** £39,415
Faults None **Expenses** None
Economy 58.8mpg **Last seen** 8.2.23

OWN ONE? SHARE YOUR EXPERIENCE
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VOLKSWAGEN MULTIVAN

Better get comfy if you're going on a TVR stakeout

MILEAGE 14,590

WHY WE'RE RUNNING IT

To see if the latest VW 'bus has all of the charms of its predecessors

From one large empty volume to another. I was in the VW Multivan and in the area of the once-proposed TVR factory in Ebbw Vale so dropped by to see how it looked.

Last time I did, two years ago, it was definitely supposed to be the new factory and appeared abandoned. Now TVR isn't necessarily the new occupier (on the gate they say they've "no idea" who it'll be and the company said it's still deciding where to go), but it looks spick and span.

And so back into the Multivan's cavernous interior. Not factory-sized, but it's big enough for me not to see a half-finished milky cocoa left behind by a colleague and discovered only via its whiff some time later.

Airing the van out is just one practical use for being able to leave the sliding doors open, then closing them remotely via the fob. Electric doors add weight and in normal use don't save time, but I appreciate the practicalities on a family wagon like this: you can open the doors up, then fill both your hands and load the car. Ditto hauling kit inside, then closing it up from your house.

Mostly, though, I've been in the Multivan on my own. I like the comfort: the driver's seat has two folding armrests and the Harman Kardon audio system is among the best I've heard. I prefer to listen to music at home without the 60-odd dBA of superfluous noise that any car will give you (at various music-conflicting frequencies), but techies from Burmester tell me the interior environment matters: two-seat coupés, say, are worse than bigger interiors with more litres and seats to them. I wonder if the carpet/glass/space combo of this Multivan gives it a particular advantage.

The Multivan has a car platform, but while it's mostly car-like to drive, there are a few rattles and resonances that belie what's behind that chilled driving position. I think it's inevitable, given there are five seats and a unit and all of them can be removed or slid – at some point their mechanisms are going to chime in alongside an engine frequency. That it does this and has vast orifices yet doesn't feel like a commercial vehicle is a success.

The ride and noise levels improve if you load it heavily, although on 235/55 R17 Bridgestone Turanzas, there's always generous compliance to it that makes it a very relaxing drive for however long a trip you want to make it.

MATT PRIOR

LOVE IT

HIGH-BEAM HEADLIGHTS

I'm not usually a fan of automatic high-beam headlights, but these work very well. No oncoming traffic has flashed in protest.

LOATHE IT

MIST OPPORTUNITY

Windscreen demist buttons are on a haptic panel out of your eyeline and really poor to use on the move.

TEST DATA

VOLKSWAGEN MULTIVAN 1.4 eHYBRID 218PS STYLE

Price new £59,545 **Price as tested** £66,619
Faults None **Expenses** None
Economy 37.4mpg **Last seen** 8.2.23

OWN ONE? SHARE YOUR EXPERIENCE
matt.prior@haymarket.com

Electric sliding doors are practical; Bridgestones ease a heavy burden

Skoda Enyaq iV vRS

MILEAGE 925 **LAST SEEN** 1.2.23

A bright green Skoda – no hiding from view when we're late on the school run. Only this season, it has been mostly wearing a more earthy colour, due to the local roads around me being caked in mud from building sites and farm traffic. Cue plenty of rear numberplate wiping to keep things legal. **PW**

Peugeot 308 SW

MILEAGE 9182 **LAST SEEN** 8.2.23

The recent cold weather has impeded my evening charging schedule. In temperatures below freezing, the plug-in hybrid 308 SW's charging flap can freeze shut, which means I've not been able to charge on a couple of evenings. The flap's latch also freezes up, so I've had to ram it shut a few times, leading to one very cold, frustrated and sweary custodian. **JW**

Volvo XC40 Recharge

MILEAGE 2601 **LAST SEEN** 8.2.23

Gothenburg, we have a problem! Just a short while into the XC40's tenure and disaster has struck, a sizeable crack in the windscreen having appeared. I called Volvo once the fissure doubled in size 30 minutes after first being spotted and we're booked in for a replacement vehicle. The more powerful C40 Recharge Twin will be standing in for the next two weeks. **WR**

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AS GOOD AS NEW

VOLVO XC90

Swedish seven-seater offers an appealing take on the large SUV theme. **Mark Pearson** explores its manifest charms

Volvo may have pulled off many splendid tricks with this second-generation XC90 – notably its impressive refinement, amazing practicality, sybaritic luxury and seven wholesome and very usable seats – but the trick for which it should really be applauded is how it makes this artlessly slab-sided but space-maximising luxury SUV look so devilishly handsome.

The first-generation XC90 was a bit of a peach to look at, too: all fruity and softly rounded. This later one is a larger, more purposeful and muscular four-square chariot clearly intent on doing whatever it takes to barge the likes of the Audi Q7 out of the arena.

The XC90 also pulls off the trick of being properly aspirational and desirable, despite never offering any more than a four-cylinder engine under its imperious bonnet. Buy an older one and it makes for a terrific used buy, too, with prices way under half what you would pay for a new one.

And there's plenty of justification for doing so. On the road, all of those four-pot engines are smooth and offer decent performance. Delivering plenty of low-rev pull, the diesel (D5 or B5) is an impressive performer. It picks up quickly, and getting up to motorway speeds is an effortless experience. The T8 hybrid has plenty of shove too.

The only flaw in its otherwise admirable comfort is that larger imperfections can be felt at lower speeds, even on XC90s equipped with air suspension. It's worth pointing out that versions with smaller wheels tend to ride better than those with the larger wheel option.

It's perhaps not surprising that the XC90 can't match the sportier BMW X5 or Porsche Cayenne for outright handling finesse, but it's on a par with the Audi Q7 and much

OUR TOP SPEC

MOMENTUM

Go for Momentum trim, which gives you all the equipment you'll need (and more) while being the cheapest on the used car forecourts.

Classy cabin is comfy and offers great flexibility

BUYER BEWARE

RECALLS

Volvo had to recall around 70,000 diesel-engined UK cars due to possible engine fires. Owners are told to pay attention to any 'unusual smells' coming into the interior, if the engine warning light illuminates, or if the engine hesitates under acceleration. There have been three recalls for airbags that might not deploy correctly during a collision, and in March 2020 Volvo recalled nearly 750,000 vehicles worldwide amid concerns that their autonomous emergency braking (AEB) systems are faulty. Check with your local dealer that all remedial work has been carried out.

RELIABILITY

In our sister magazine What Car?'s most recent Reliability Survey, the XC90 placed sixth out of 11 cars in the luxury SUV category. Volvo as a brand ranked 17th out of the 32 manufacturers featured.

sharper to drive than the wallowy Land Rover Discovery.

The XC90 is reasonably refined, although there is a little engine noise, especially from the diesels, and some road roar and suspension noise can make its way into the cabin, making the XC90 not quite as quiet as the waftier Q7.

That interior is wonderfully classy and extremely comfortable. The driving position is terrific, visibility is good and the seats are supportive. The infotainment is controlled through a large, 9.0in tablet-style touchscreen that looks stunning but can be fiddly to use.

As far as quality goes, it looks the part, with a mix of smart materials across the dashboard and around the centre console. There are soft-touch fabrics across the top of the dash, plus gloss-black inserts around the infotainment screen and gearlever.

Space up front is plentiful, in the middle row it's truly excellent for three and even in the rearmost two seats there is more than adequate room for two children or even adults for shorter journeys.

Flexibility is first-class with these seats, too, with all manner of options being available.

Boot space is huge in five-seat mode and even impressive with all seven seats up.

NEED TO KNOW

- Prices start around £20k. Spend up to £27k on a 2016-17 car, £28k-£35k on a 2018-19 car, £40k-up on a 2020-21 car or £50k for a 2022.
- Diesel B5 achieves 44.1mpg; B5P petrol does 32.5mpg and the B6P 30.7mpg . T8 claims 134.5mpg.
- Cars later than April 2017 attract a higher-rate VED tax between the second and sixth years. Fees are currently £165 a year (£155 for the hybrids) or £355 a year for the luxury tax. VED for cars registered earlier vary depending on CO_2.

OUR PICK

D5

This older diesel is our pick of the range; if you're spending more on a later model, the B5 diesel would be another good choice. It provides plenty of poke coupled with sensible fuel economy.

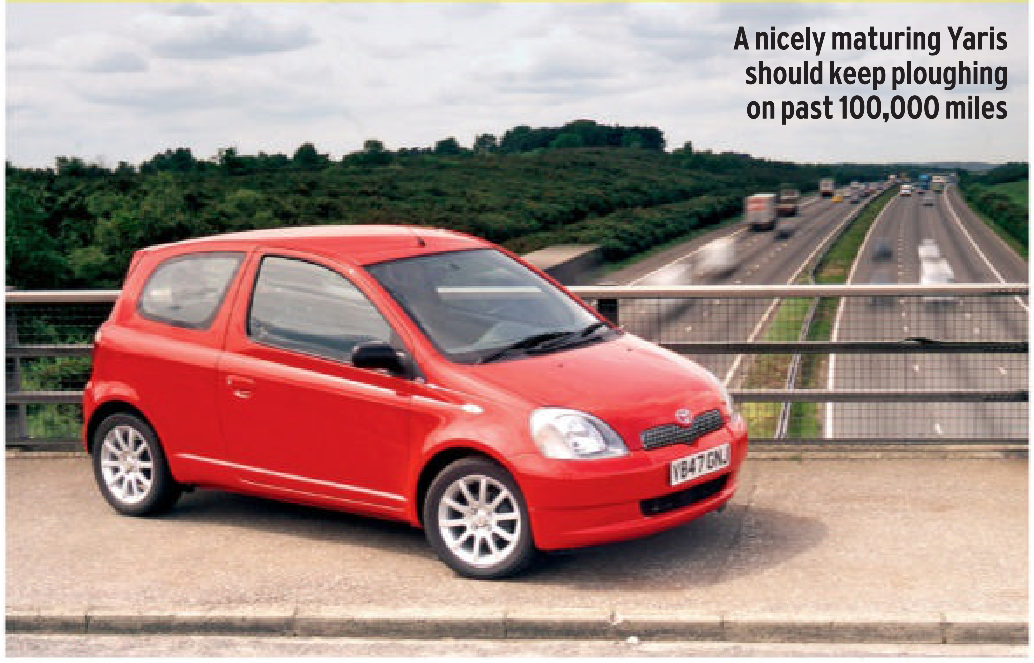
WILD CARD

T8 PHEV

Can you resist a large and luxurious SUV that can go from 0-62mph in 5.8sec yet still seat seven in comfort and also run on electric power alone for a potential 27 miles? Of course you can't.

James Ruppert

KICKING TYRES



A nicely maturing Yaris should keep ploughing on past 100,000 miles

Time for our final look at the top 10 'to the moon and back' high-milers. Curiously missing from the top end of the stats released by the Driver and Vehicle Standards Agency about the models that have comfortably sailed beyond the 100,000-mile mark were the Japanese. And the German Brits.

My default recommendation position used to be, if I couldn't be bothered to think very hard, to buy Japanese. The situation is now more complicated than it used to be, but it brings us, of course, to the Spanish-built Toyota Yaris. Nearly half a million of these small Toyotas have cracked 100,000 miles, and 5.4% of them have got as far as 900,000. With that in mind, let's take a look at a basic 130,000-mile 1.3 VVT-i example from 2001, with decent CDX specification. That's an old car by modern standards, but it has alloys, air-con and front electric windows. For £995 from a dealer it actually seems a tad under-priced.

Next up is a Nissan, obviously. Not a Sunny or Primera, but a British-built Qashqai. This is the model that pops up on a regular basis, simply because we love it here and the build quality is excellent. That explains why 579,000 of them are comfortably over the 100,000-mile mark, so they're perfect for the family that wants to go places. It's also why I would choose an automatic to make everything easy and straightforward. Specifically, I'd look for a revamped 2007 example with a healthy 2.0 petrol in Tekna trim and which is poised to tip over to 100,000 miles. It's ULEZ compliant and the CVT transmission really does help matters. For £2000 you get a lot of kit, including climate control, cruise and wipe-down leather.

British-built cars do well, and it's reassuring to see that the Oxfordshire Mini is in the mix. A Mini Cooper is very likely to score 100,000, and 470,000 of them already have. It just depends which year you have a preference for and whether you think they got better or worse over time. The original is certainly looking less like a pastiche now and more like a classic.

> "The British-built Qashqai is perfect for the family that wants to go places"

It is possible to get sub-£1000 cars with issues, but better to go for something twice that price, like a 2006 Mini Cooper S with 107k miles and a pretty standard spec. Not a lot of miles recently and the recent MOT history is reassuringly unspectacular. So £2350 seems like a reasonable deal, and I'm sure it will get to the moon. And back.

BANGERNOMICS

Expensive as it may be, keep your banger brimmed with fuel because there's the danger of condensation forming in the tank. At the very least it could make your petrol go off and get into the fuel system. Also fuel pumps can wear out if you habitually run to empty.

CULT HERO

MERCEDES-BENZ G-CLASS (W463)

HEAVEN ON EARTH

Few cars are cooler or more capable than the G-Class, writes **Jonathan Bryce**

Sometimes, a name doesn't need all of its parts to garner recognition. Mention 'Boris' and it's clear who you're talking about, and the same goes for 'G-Wagen' – no need to stick Mercedes-Benz in front of that.

Introduced in 1979 as a civilian version of a 4x4 initially made for military service, the original car, codenamed W460, did an 11-year stint until it was replaced in 1990 by the W463, marking the beginning of the G-Class's reign as both a luxury car and status-enriching entity for the wealthy. Nearly three decades later, this was superseded by the highly Instagrammable second-generation W463.

Although that car is considerably more modern to drive, the original W463 is the G we want, because it has already succumbed to the gods of depreciation.

It offered an engine for every customer, from a 3.0-litre diesel six in the G300 CDI to a spectacularly unnecessary twin-turbocharged 6.0-litre V12 in the G65 AMG.

The best all-rounder is the 221bhp 3.0-litre diesel V6 in the G320 CDI. It manages to be quiet, refined, smooth and, with 398lb ft of torque, punchy enough for most situations. It's also reasonably efficient in the context of a G, managing 17.5mpg.

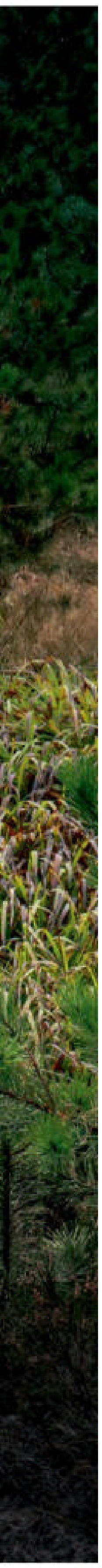
The exterior design appears to be just as versatile. Despite having the aerodynamic efficiency and heft of the British Library, the W463 sits comfortably in its well-proportioned skin. It's one of the few cars that looks at home on both Salisbury Place and Salisbury Plain.

There are many reasons behind its appeal, chief among them its rugged sophistication. It performs exceptionally well off road, with locking differentials on the front and rear axles, chunky tyres and 4Matic all-wheel drive that works full time if it senses grip is being lost. You might think that simply makes it a remixed Range Rover, but the devil of its individuality is in the details.

It's hugely practical, with room enough for four adults and all their clutter, while details like side steps, wheels of at least 20in, chunky indicator repeaters on the front wings, a boot-mounted spare wheel and a boot that opens like a portal give the W463 all the heavy-knit SUV essentials to put other road users in the shade. It is, in fact, taller than the Range Rover, Porsche Cayenne and Toyota Land Cruiser, and by some margin.

Inside, its material quality gives it an air of luxury on a par with rivals. As with many Mercedes of this era, the visual drama of the interior

> “Despite having the aero and heft of the British Library, it sits comfortably in its skin”



Cabin feels classy yet sturdy; screen is dial-controlled

It's conquered Austrian Alps, so nowhere in UK should be any bother

is lacking, but the controls have a chunky, hard-wearing feel and lots of period features, like buttons.

The way it drives doesn't quite match the performance of the powertrain, however, with ride quality and handling not up to the standards you might expect from a Mercedes. Its steering is heavy and not the most accurate, while body lean through the bends makes you feel like you're in a cot.

If you want an AMG, super unleaded is recommended so be sure that you can afford to buy it all over again in 99 RON.

It's also very expensive to maintain a W463, with servicing and repair costs all being steep.

If you can stomach all those considerable costs, though, you will have yourself a true icon. The W463 is a luxury off-roader with four decades of burgeoning appeal that makes it worthy of your attention and will turn heads and wow enthusiasts from Cardiff to Cairo. Just don't expect it to make any financial sense.

WHAT WE SAID THEN

6 FEBRUARY 1991

"The G-Wagen hasn't managed to convince many UK off-road buyers to opt for the three-pointed star, but certainly with a new permanent 4WD drivetrain, new 3.0-litre engines from the W124 saloon and anti-lock brakes, its specification stacks up. The equipment list, too, can now match a Range Rover, and the extra grip, balance and security that permanent 4WD provides makes it a much more convincing tool on the road."

HOW TO GET ONE IN YOUR GARAGE

An owner's view

AHMAD KHASHAWI

"It's daunting to begin with, especially in one of the higher-powered versions like the AMGs. As soon as you touch the throttle, it pushes you into the back of your seat. But once you're on the move, it's genuinely comfortable. Even when manoeuvring around town or driving generally, it's quite easy, despite how big and boxy it is."

Buyer beware

TRANSMISSION

If you notice the car judder or shake while driving, this could be an indication that the propshaft is at the end of its life. Budget at least £1500 for a replacement.

SUSPENSION

As the coil springs carry significant weight on a car designed for on- and off-road use, they're known to crack, particularly in cold weather. This is normally indicated by a loud thumping as you're driving. Budget £120 per corner to set this right.

ENGINE

On some models, the crankshaft sensor will need to be replaced at between 80,000 and 150,000 miles. This is indicated by very poor fuel economy and engine failure.

BRAKES

On such a heavy car, brake problems tend to occur quite early – at less than 60,000 miles in some cases. Ensure the brakes are in good condition. If not, replace them as soon as possible.

BODY

Like all cars exposed to the elements, the G-Class can be prone to rusting. Be sure to check around the areas not often cleaned, such as the inside wheel arch and around the rear bumper. Extensive rusting could necessitate expensive repairs.

INTERIOR

A car with such rugged credentials needs to be hard-wearing, but don't be surprised if pieces of trim and fabric have cried foul to the woes of muddy shoes. Worn seat covers can be retrimmed easily enough, but if the headline is sagging, this could mean water has found its way in, calling for a pricey interior refit.

ELECTRICS

Some interior fixtures are known to fail earlier than expected, such as the heater, lights and wiring. Ensure that all items work properly before buying.

Also worth knowing

A common fault on cars made before 2021 is the Cardan shaft striking the clamping body, resulting in power loss and transmission failure. Due to this, Mercedes issued a recall of G280 CDI and G300 CDI models made between 4 April 2016 and 13 September 2021.

Lots of regular Gs have been done up like AMGs, but we always suggest wariness around modified vehicles.

How much to spend

£15,000-£24,999	1990s cars, including some military ones, with 45,000 to 75,000 miles.
£25,000-£34,999	Many V8 G500s in decent nick with mileages from 53,000 to 110,000.
£35,000-£44,999	Decent G350 CDIs from the early 2010s with 47,000 miles or more.
£45,000-£54,999	Many diesels in wide-ranging specs, with mileages of around 50,000.
£55,000-£64,999	Outwardly reasonable AMG G63s, but make sure they've been looked after.
£65,000-£99,999	Mostly AMGs and very low-mileage diesels that were specced very well.
£100,000 AND ABOVE	Nearly new cars from franchised dealers with delivery mileages.

One we found

MERCEDES-BENZ G350 CDI NIGHT EDITION, 2017, 40,000 MILES, £68,950

This G has a below-average mileage on its 242bhp 3.0-litre diesel V6, plus deeper bumpers and black wheels.

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
½☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★½☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★½☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★½☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★½	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £19,950–£28,225 ★★★½☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 3dr hatch/2dr open £32,385 ★★★½☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

AC

Cobra 2dr open £89,500–£145,000 ★★★★☆

Can't match modern supercars but is pure driving indulgence. **LxWxH** 3657x1627x1485 **Kerb weight** 1100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
140 Charter Edition	350	na	6.0	na	na
378 Superblower	650	155	4.1	na	na
Series 1 Electric	650	308	6.7	150	0

ALFA ROMEO

Giulia 4dr saloon £40,829–£74,999 ★★★★½

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195
2.9 BiTurbo Quadrifoglio	503	191	3.9	28.5	230

Tonale 5dr SUV £40,829–£74,999 ★★★½☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £46,649–£77,325 ★★★★½

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195
2.9 BiTurbo Quadrifoglio	503	197	3.8	24.6	267

ALPINE

A110 2dr coupé £49,990–£60,040 ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	39.2	162
1.8 Turbo S	288	162	4.4	38.7	163

ARIEL

Atom 0dr open £40,669 ★★★★½

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £133,920–£158,420 ★★★★½

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 2dr coupé/2dr open £166,070–£180,420 ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £259,420–£279,920 ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £168,420–£192,420 ★★★★½

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £20,265–£28,500 ★★★½☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £25,495–£61,905 ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 RS3 quattro	398	155	3.8	31.0-31.4	205-207
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £27,460–£62,905 ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 RS3 quattro	394	155	3.8	31.4-31.7	202-205
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £33,965–£51,130 ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant 5dr estate £35,365–£86,795 ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £40,045–£91,750 ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £40,045–£91,750 ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 4dr saloon £40,205–£80,640 ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £42,355–£116,624 ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £54,265–£121,805 ★★★½☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £77,135–£117,730 ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £84,000–£137,390 ★★★★½

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £25,080–£47,675 ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £31,625–£63,955 ★★★½☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £34,425–£65,105 ★★★½☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £43,290–£57,410 ★★★½☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £46,190–£63,005 ★★★½☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £47,045–£74,645 ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £48,495–£77,095 ★★★½☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 5dr SUV £62,155–£99,840 ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £70,340–£128,465 ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £67,800–£114,500 ★★★★½

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £70,300–£117,000 ★★★★½

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £34,840–£69,450 ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster 2dr open £36,590–£71,200 ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 2dr coupé £132,805–£168,910 ★★★★☆

Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder 2dr open £141,495–£177,600 ★★★★☆

Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono 0dr open £165,125 ★★★★½

An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £178,820–£260,120 ★★★★☆

Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £196,420–£285,920 ★★★★½

Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £173,470–£244,520 ★★★★½

New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,665–£197,420 ★★★★½

Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £27,245–£39,825 ★★★★½

May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133
120d xDrive	187	143	7.0	52.3-53.3	139-142

2 Series 2dr coupé £36,010–£47,515 ★★★★½

Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
220d	188	147	6.9	60.1	122

2 Series Gran Coupé 4dr saloon £28,705–£40,730 ★★★☆☆

Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer 5dr hatch £31,285–£36,570 ★★★★☆

Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £37,805–£80,970 ★★★★★

Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £39,810–£83,470 ★★★★½

Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series 2dr coupé £41,800–£128,225 ★★★★☆

A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224
420d	187	143	7.1	58.9-61.4	121-126
420d xDrive	187	148	7.4	55.4-57.6	129-135
M440d xDrive	335	155	4.6	47.9	154

4 Series Convertible 2dr open £47,155–£85,870 ★★★★☆

Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231
420d	188	147	7.6	55.4-57.6	129-134
430d	282	155	5.8	50.4-52.3	141-146
M440d xDrive	335	155	4.6	47.9	154

4 Series Gran Coupé 4dr coupé £42,960–£51,805 ★★★★☆

The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182
420d	188	146	7.3	56.5	130
420d xDrive	188	145	7.6	53.3	138

i4 4dr saloon £53,480–£65,795 ★★★★☆

Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £41,480–£107,520 ★★★★½

The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £44,085–£59,655 ★★★★½

The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£116,655 ★★★★☆

New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £108,305–£134,555

Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £79,475–£133,020 ★★★★☆

Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £76,975–£130,520 ★★★★☆

Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £42,080–£47,785 ★★★★☆

Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.7	42.8	149-150
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960

Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £33,540–£49,150 ★★★★☆

Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187
sDrive18d	148	129	9.3-9.8	55.4	132-134
xDrive18d	148	128	9.2	50.4-51.4	144-146
xDrive20d	185	137	7.7	49.6-50.4	147-149

X3 5dr SUV £45,585–£89,070 ★★★★☆

Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £62,865–£65,865 ★★★★☆

All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £51,455–£90,830 ★★★½☆

Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £64,040–£118,920 ★★★★☆

More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £65,740–£121,620 ★★★½☆

The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £77,305–£107,305 ★★★★☆

Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £83,915–£106,870 ★★★★☆

BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

Z4 2dr coupé £40,745–£53,850 ★★★★☆

Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£77,900 ★★★★★

Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890

4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆

Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆

A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆

Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆

Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆

Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★½

The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£89,530 ★★★★☆

Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8895

Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£25,545 ★★★½☆

Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,635–£24,375 ★★★½☆

Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£34,995 ★★★☆☆

Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £26,930–£38,275 ★★★½☆

Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £27,790–£39,960 ★★★★☆

An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £31,945–£33,064 ★★★☆☆

New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £33,735–£39,195 ★★★½☆

Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	7	339	0

Leon 5dr hatch £33,100–£40,485 ★★★½☆

PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £37,890–£43,290 ★★★★☆

More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,070–£46,585 ★★★½☆

First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £29,880–£45,885 ★★★★☆

Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,595–£14,095 ★★★★☆

Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £13,795–£16,435 ★★★½☆

A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,295–£22,145 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £16,645–£18,745 ★★★★½

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 Crossback 5dr SUV £25,200–£42,470 ★★★½☆

First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,210–£43,550 ★★★★☆

Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 Crossback 5dr SUV £37,405–£55,640 ★★★½☆

DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,000 ★★★★☆

New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino 2dr open £166,295 ★★★★☆

The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★½

Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★

Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★

The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★

More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★

Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,310–£19,505 ★★★½☆

Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,175–£20,325 ★★★½☆

Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £24,435–£34,435 ★★★★☆

Shows that small EVs can be viable and can also be fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £27,875–£28,175 ★★★½☆

A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £20,895–£27,615 ★★★½☆

Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £18,655–£26,645 ★★★★½

Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus 5dr hatch £23,500–£34,960 ★★★★½

Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate 5dr estate £24,660–£36,360 ★★★½☆

Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport 5dr SUV £23,435–£24,635 ★★★☆☆

Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma 5dr SUV £24,145–£33,615 ★★★★☆

Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £29,755–£40,155 ★★★★☆

All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,540–£43,800 ★★★★☆

Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,700 ★★★½☆

Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £50,030–£72,830 ★★★★☆

Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £50,075–£60,075 ★★★★☆

American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆

The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆

Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

G70 4dr saloon £33,450–£39,720 ★★★½☆

Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake 5dr estate £35,325–£41,480 ★★★★☆

Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 5dr SUV £39,450–£44,370 ★★★★☆

Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185

G80 4dr saloon £41,650–£65,805 ★★★★☆

A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV60 5dr SUV £47,005–£65,405 ★★★★☆

Nascent brand's first EV arrives as a luxurious, efficient SUV lacking sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

GV80 5dr SUV £58,320–£64,020 ★★★½☆

Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000

Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000

Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	650	na	na	na	na

HONDA

E 5dr hatch £36,920–£38,120 ★★★½☆

Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £20,860–£26,850 ★★★★☆

Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £29,595–£40,220 ★★★★☆

A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £29,410–£34,850 ★★★½☆

Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £32,815–£40,910 ★★★★☆

Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX 2dr coupé £150,195 ★★★★½

Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £13,430–£16,805 ★★★★☆

The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £19,035–£25,250 ★★★★☆

Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £21,260–£34,095 ★★★½☆

As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960–£34,845 ★★★½☆

Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £22,010–£24,960 ★★★½☆

Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £20,530–£24,780 ★★★★☆

Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £21,625–£37,900 ★★★★☆

Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £45,150–£56,150 ★★★★☆

Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 4dr saloon £46,745–£54,995 ★★★★½

Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £29,140–£42,380 ★★★★☆

Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £40,685–£49,910 ★★★½☆

Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★½☆

Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £54,900–£61,900

Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £32,205–£42,345 ★★★★½

Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,100–£47,730 ★★★★½

Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,240–£49,005 ★★★★½

Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £58,275–£102,300 ★★★★½

A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £66,925–£107,495 ★★★★½

Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £38,220–£52,535 ★★★½☆

Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £46,250–£101,550 ★★★★☆

Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £65,620–£76,920 ★★★★½

Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass 5dr SUV £34,205–£42,995 ★★★☆☆

Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £29,710–£37,350 ★★★½☆

Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £54,400–£59,400 ★★★★☆

Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto 5dr hatch £12,250–£17,050 ★★★★☆

A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio 5dr hatch £14,900–£21,400 ★★★½☆

More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed 5dr hatch £24,500–£25,350 ★★★★☆

Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £25,200 ★★★★☆

All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,190 ★★★½☆

Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £22,995–£32,595 ★★★⯪☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £19,700–£23,750 ★★★⯪☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £27,745–£39,025 ★★★⯪☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV 5dr hatch £32,845–£39,045 ★★★★☆
Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £27,250–£44,550 ★★★⯪☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 5dr SUV £44,195–£61,595 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £50,995–£56,995 ★★★⯪☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 R	290	143	3.9	na	na
2.0 GT	280	143	4.1	na	na

LAMBORGHINI

Huracán 2dr coupé/open £170,598–£267,633 ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador 2dr coupé/open £274,226–£439,921 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486
6.5 Ultimae	778	221	2.8	13.0	442

Urus 5dr SUV £177,417–£197,270 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Defender 90 5dr SUV £60,705–£113,505 ★★★★⯪
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £62,405–£116,580 ★★★★⯪
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,895–£100,645 ★★★★☆
Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £34,010–£58,015 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £46,565–£73,815 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £80,325–£116,190 ★★★★⯪
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £99,375–£171,575 ★★★★⯪
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £34,480–£54,865 ★★★★⯪
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,880–£76,085 ★★★★⯪
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £38,765–£54,625 ★★★⯪☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £85,475–£111,980 ★★★⯪☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £68,620–£84,120 ★★★⯪☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £88,920–£104,920 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £25,960–£46,850 ★★★⯪☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX 5dr SUV £41,210–£60,950 ★★★★☆
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £57,505–£68,065 ★★★⯪☆
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira 2dr coupé £79,515–£80,285
Charged with replacing the entire outgoing Lotus range. We've yet to test it. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 360	360	176	4.2	na	195
3.0 400	400	180	4.3	29.1	243

Eletre 5dr SUV £90,805–£121,305
Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli 4dr saloon £70,700–£114,380 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £108,065–£136,605 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £58,315–£95,405 ★★★⯪☆
For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante 5dr SUV £73,900–£135,140 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £206,700–£231,700 ★★★★⯪
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	621	203	2.9	24.6	262

MAZDA

2 5dr hatch £17,205–£24,475 ★★★★☆
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £21,820–£25,135
We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch £23,265–£30,465 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 saloon 4dr saloon £26,265–£30,465 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

6 4dr saloon £26,340–£33,720 ★★★⯪☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	129	9.9	42.2	152
2.0 Skyactiv-G	163	134	9.4	42.2	152
2.0 Skyactiv-G GT	191	142	8.1	38.2	167

6 Tourer 5dr estate £27,340–£35,080 ★★★⯪☆
Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	128	10.0	41.5	155
2.0 Skyactiv-G	163	133	9.4	41.5	155
2.0 Skyactiv-G GT	191	139	8.1	37.2	172

CX-30 5dr SUV £24,645–£34,555 ★★★★☆
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £30,050–£37,950 ★★★★☆
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 5dr SUV £29,245–£40,505 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £43,950–£48,050 ★★★★☆
Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 2dr open £25,725–£31,860 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £27,625–£33,960 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura 2dr coupé £185,735 ★★★★⯪
A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

720S 2dr coupé/open £221,800–£250,290 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

765LT 2dr coupé £312,800 ★★★★⯪
Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	755	205	2.8	23.0	280

GT 2dr coupé £165,420 ★★★★⯪
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £32,250–£60,628 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,345–£49,035 ★★★⯪☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £35,220–£63,515 ★★★★☆
It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £36,220–£64,515 ★★★⯪☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £28,525–£40,970 ★★★⯪☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £42,860–£71,110 ★★★★☆
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate 5dr estate £44,775–£72,670 ★★★⯪☆
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé 2dr coupé £42,880–£92,025 ★★★★☆
Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £46,455–£90,985 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class 4dr saloon £48,775–£120,195 ★★★★☆
A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £50,775–£122,195 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £51,345–£76,825 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet 2dr open £57,095–£80,735 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS 4dr saloon £71,345–£82,445 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class 4dr saloon £82,965–£211,460 ★★★★⯪
Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £102,160–£166,155 ★★★★⯪
Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★⯪
Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £36,090–£67,305 ★★★⯪☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £47,510–£56,010 ★★★☆☆
A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £40,565–£51,595 ★★★⯪☆
Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £53,610–£62,710 ★★★☆☆
Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £45,240–£94,785 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £51,590–£97,960 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £70,035–£78,925 ★★★★⯪
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £70,055–£119,930 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £76,080–£129,205 ★★★★☆
May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £85,800–£176,505 ★★★⯪☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £123,500–£182,200 ★★★⯪☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 5dr hatch £12,845–£14,345 ★★★⯪☆
Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

5 SW EV 5dr estate £29,695–£31,945 ★★★⯪☆
Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £16,995–£34,495 ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £22,625–£33,595 ★★★☆☆
Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch 3dr hatch £22,565–£35,545 ★★★★⯪
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric 3dr hatch £31,000–£35,050 ★★★★☆
Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
33kWh	180	93	7.3	144	0

Convertible 2dr open £25,465–£38,145 ★★★⯪☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch 5dr hatch £23,225–£31,760 ★★★★⯪
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman 5dr hatch £27,015–£39,945 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £28,815–£42,675 ★★★⯪☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Plus Four 2dr open £63,635 ★★★⯪☆
Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,995 ★★★⯪☆
Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £16,685–£19,765 ★★★★☆
Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,495–£34,945 ★★★★☆
Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £20,420–£26,920 ★★★⯪☆
Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £25,505–£40,005 ★★★★☆
Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £30,955 ★★★⯪☆
Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★⯪☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat 5dr hatch £31,995 ★★★★☆
A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 3dr/5dr hatch £18,655–£33,910 ★★★⯪☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £25,270–£39,460 ★★★★☆
Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £26,470–£40,670 ★★★★☆
Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

508 4dr saloon £29,635–£54,665 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £31,235–£56,465 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £22,735–£38,850 ★★★★☆
Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £29,325–£47,380 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £35,790–£41,150 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆
Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £41,900–£47,900 ★★★★☆
High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £50,475–£81,070 ★★★★⯪
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £48,475–£114,420 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £89,400–£211,960 ★★★★⯪
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £99,200–£176,870 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £73,530–£143,190 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £78,710–£146,410 ★★★★⯪
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £72,905–£139,335 ★★★★⯪
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £73,650–£141,259 ★★★★⯪
Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £83,055–£140,055 ★★★★⯪
Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £51,040–£68,170 ★★★★⯪
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £64,870–£132,065 ★★★★⯪
Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £69,520–£149,930 ★★★★☆
Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture 0dr open £110,000 ★★★½☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT 2dr open £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio 5dr hatch £18,895-£23,995 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe 5dr hatch £29,995-£31,995 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh R135	132	87	9.5	232	0

Captur 5dr SUV £22,295-£33,895 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar 5dr SUV £26,295-£27,895 ★★★½☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana 5dr SUV £26,795-£32,295 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric 5dr SUV £36,995-£40,995 ★★★★☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera 2dr coupé £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith 2dr coupé £282,220-£324,220 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn 2dr open £305,620-£347,620 ★★★★½
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost 4dr saloon £275,020-£320,020 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,820-£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan 4dr SUV £303,220-£347,020 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza 5dr hatch £17,955-£22,100 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	79	106	15.3	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £22,515-£32,790 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.0 eTSI	108	119	10.6	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.2	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	8.9	64.2-65.7	113-115

Leon Estate 5dr estate £23,500-£35,445 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	11	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.4	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	9.2	64.2-65.7	114-116

Arona 5dr SUV £20,960-£26,870 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £26,395-£38,270 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9	42.2-43.5	149-152
2.0 TSI 190	188	133	7.1	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco 5dr SUV £32,255-£44,170 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	7.8	31.0-31.7	201-207
2.0 TSI 245	242	142	6.3	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia 5dr hatch £17,990-£21,125 ★★★★☆
Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127

Scala 5dr hatch £20,120-£26,430 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia 5dr hatch £23,650-£37,055 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	129	10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate 5dr estate £24,630-£38,295 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	125	11	53.3-54.3	118-119
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.5	55.4	132
2.0 TDI 200 vRS 4x4	197	147	7.1	50.4	147

Superb 5dr hatch £30,255-£44,140 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.4	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate 5dr estate £31,505-£42,985 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.5	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq 5dr SUV £22,040-£27,625 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq 5dr SUV £26,545-£38,805 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7	33.2	191
2.0 TDI 116	114	118	10.7	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV 5dr SUV £38,970-£51,765 ★★★★☆
Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV 5dr SUV £54,370 ★★★½☆
More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £33,485-£48,075 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £22,225-£23,375 ★★½☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295-£23,445 ★★½☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £19,645-£23,395 ★★★½☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando 5dr SUV £21,795-£32,215 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Rexton 5dr SUV £38,600-£45,745 ★★★½☆
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback 5dr estate £36,845-£42,345 ★★½☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,885-£40,885 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV 5dr SUV £33,195-£35,195 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	120	10.7	35.7	180

Solterra 5dr SUV £49,995-£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £14,749-£18,249 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £15,999-£23,070 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499-£29,299 ★★★½☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £23,749-£29,299 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £25,499-£32,049 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £48,129 ★★★½☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980-£118,980 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £42,990-£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990-£59,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X 5dr SUV £98,980-£110,980 ★★★★½
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 3dr hatch £15,095-£16,280 ★★★½☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £21,110-£25,070 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £31,070-£34,670 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,210-£35,145 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,545-£36,860 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890-£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645-£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £24,840-£31,465 ★★★½☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115

C-HR 5dr SUV £29,920-£36,050 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

RAV4 5dr SUV £35,350-£45,755 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr 3dr SUV £46,235 ★★★½☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr 5dr SUV £47,580-£63,580 ★★★½☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander 5dr SUV £55,210 ★★★½☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai 4dr saloon £49,995-£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR86 2dr coupé £29,995 ★★★★½
The car that proves fun doesn't always have to mean fast, a true GT86 replacement. **LxWxH** 4265x1775x1310 **Kerb weight** 1276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 D-4S	231	140	6.3	na	200

GR Supra 2dr coupé £54,485-£56,985 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £18,065-£34,535 ★★★½☆
Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £25,290-£40,400 ★★★½☆
Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer 5dr estate £26,490-£38,485
More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31

Crossland 5dr SUV £20,295-£28,355 ★★★½☆
Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £23,490-£38,645 ★★★½☆
Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

WHAT'S COMING WHEN

Noble M500

On sale May, price £150,000 (est)

Leicestershire's Noble is back with its first new supercar since 2010. Developed from the M600, it has Ford's 506bhp 3.5-litre V6 in its middle, driving the rear axle via a six-speed manual gearbox. As is tradition, electronic aids are minimal, with only power steering and traction control. Weight is around 1.3 tonnes. The Alcantara-clad, racy cockpit is as simple as they come, well made and spacious. We found the handling, steering, body control and performance delightful when we drove a prototype.

FEBRUARY

BMW Z4 update, **Ferrari** SP3 Daytona, **Ineos** Grenadier, **Jaguar** F-Type 75, **Kia** Soul EV Urban, **Land Rover** Range Rover Velar update, **Mazda** CX-60 diesel, **Mercedes-AMG** C63, S63, **Mercedes-Benz** A-Class update, B-Class update, EQE SUV, **Morgan** Plus Four update, Plus Six update, **Peugeot** 408, **Polestar** 2 BST Edition 270, **Toyota** Corolla update, Corolla Touring Sports update

MARCH

Alfa Romeo Tonale PHEV, **Audi** Q8 E-tron, Q8 E-tron Sportback, SQ8 E-tron, SQ8 E-tron Sportback, **BYD** Atto 3, **Citroën** ë-C4 X, **DS** 3, 3 E-Tense, **Hyundai** Ioniq 6, **Lexus** RX, **Mazda** CX-5 MHEV, **Mercedes-Benz** EQS SUV, **Peugeot** e-208 update

APRIL

Alfa Romeo Giulia update, Stelvio update, **Audi** R8 GT RWD, TT RS Iconic Edition, **BMW** X5 update, X6 update, XM, **Dacia** Jogger Hybrid, **Honda** CR-V, **Lexus** RZ, **Mercedes-Benz** CLA update, **Peugeot** 3008 PHEV update, **Porsche** 911 Dakar, Cayenne update, Cayenne Coupé update, **Skoda** Enyaq iV vRS

MAY

Aiways U5, **Alpine** A110 R, **BMW** 7 Series PHEV, M2 Coupé, **Honda** e:Ny1, **Maserati** MC20 Cielo, **Mazda** 2 update, **Mercedes-Benz** EQT, **Noble** M500, **Peugeot** 508 update, **Vauxhall** Mokka Electric update

JUNE

Abarth 500e, **Aston Martin** DB11 update, **BMW** M3 CS, **Honda** ZR-V, **Lamborghini** Aventador successor, **Lexus** UX 300e update, **Lotus** Eletre, **Ora** Funky Cat GT, **Peugeot** e-308, e-308 SW, **Praga** Bohema, **Vauxhall** Astra Electric, Astra GSe, Astra Sports Tourer Electric, Grandland GSe

JULY

BMW Alpina B5 GT, **Chevrolet** Corvette Z06, **Lamborghini** Huracán Sterrato, **Maserati** Granturismo, **Mercedes-Benz** EQE update, EQS update, EQS SUV update, **Munro** Mk1, **Peugeot** 5008 Hybrid, **Volkswagen** ID 3 update

AUGUST

Ferrari Purosangue, **Jeep** Grand Cherokee, **Lucid** Air, **Pagani** Utopia, **Smart** #1, #1 Brabus

SEPTEMBER

Ford Mustang, Mustang Convertible, **Jeep** Avenger, **Mercedes-Benz** E-Class, **Vauxhall** Corsa update, Corsa Electric update

OCTOBER

Ford Puma ST Hybrid, **Hyundai** Ioniq 5 N, **Maserati** Granturismo Folgore, **MG** 4 EV AWD, **Nio** ET5, **Porsche** Panamera, **Rolls-Royce** Spectre, **Volkswagen** ID Aero, Touareg, **Volvo** EX30

NOVEMBER

Aston Martin DBS 770 Ultimate, **Bentley** Mulliner Batur, **BMW** 5 Series update, **Czinger** 21C, **Ford** E-Tourneo Custom, E-Transit Custom, **Kia** EV9, **Koenigsegg** CC850, **Maserati** Grecale Folgore, **Mazda** MX-30 REx, **Ora** Next Cat, **Polestar** 3, **Renault** Clio update, **Ssangyong** Torres, **Subaru** Crosstrek, **Toyota** bZ Compact, C-HR, **Volkswagen** ID Buzz GTX, ID Buzz LWB, **Volvo** C40 Recharge update, XC40 Recharge update

DECEMBER

Citroën C3, **Ferrari** SF90 VS, **Fiat** supermini, **Ford** electric crossover, **Maserati** Grancabrio, **Mercedes-AMG** GT, **Mini** 3dr, 5dr, **Polestar** 4, **Renault** Scenic, **Skoda** Superb, **Suzuki** Swift, **Volkswagen** Passat Estate, T-Cross update, Tiguan

B5's petrol V8 climbs to 625bhp for GT

Grandland 5dr SUV £26,720–£38,125 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.9-11.1	45.6	141-147
1.6 Hybrid	223	140	8.6	192.0-210.0	34
1.5 Turbo D 130	128	119	10.2	54.3	136

Combo Electric Life 5dr MPV £31,110–£31,710 ★★★½☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £13,940–£24,085 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126
e-Up	81	80	12.4	159	0

Polo 5dr hatch £18,855–£27,805 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,340–£42,190 ★★★★½

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £26,690–£44,535 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £33,835–£40,550 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
107kW 58kWh	143	99	9.6	263	0
150kW 58kWh	201	99	7.3	261	0
150kW 77kWh	201	99	7.9	336	0

Passat 4dr saloon £28,205–£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	137	8.7	46.3-47.9	139-146
1.4 TSI GTE PHEV	215	138	7.4	217.3	30
2.0 TDI 122	120	127	11.3	58.91	125
2.0 TDI 150	148	139	8.9	58.9-60.1	124-127
2.0 TDI 200	197	147	7.4	53.3	138

Passat Estate 5dr estate £32,215–£43,770 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
1.4 TSI GTE PHEV	215	138	7.6	201.8	33
2.0 TDI 122	120	123	11.5	57.6	129
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132
2.0 TDI 200	197	145	7.6	52.3	143

Arteon 4dr saloon £38,255–£55,210 ★★★½☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
1.4 TSI eHybrid	218	138	7.8	217.3	30-31
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.5	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £39,485–£56,085 ★★★½☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £32,735–£35,730 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,130–£30,150 ★★★★½

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,155–£30,555 ★★★½☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £25,810–£41,750 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.3-9.6	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	7.2	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8-10.8	50.4-53.3	140-146

Tiguan 5dr SUV £29,550–£48,540 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.2	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.3	38.2-42.2	143-168
1.4 eHybrid	242	127	7.5	148-176	36-44
2.0 TSI 4Motion	188	133	7.4	33.2-34.0	187-192
2.0 TSI R	316	155	4.9	28.5	225
2.0 TDI 150	148	125-127	9.3	47.1-50.4	146-157
2.0 TDI 150 4Motion	148	124-125	9.3	43.5-45.6	163-171
2.0 TDI 200 4Motion	197	134	7.5	42.8	172-177

Tiguan Allspace 5dr SUV £33,785–£45,520 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.0	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	na	40.4-41.5	176-184

ID 4 5dr SUV £36,550–£57,270 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

Touareg 5dr SUV £59,690–£71,170 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TSI 340	335	155	5.9	25.2-25.7	249-252
3.0 V6 R 4Motion PHEV	462	155	5.1	97.4	66-68
3.0 V6 TDI 231	228	135	7.5	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580–£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,325–£55,630 ★★★★½

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

V60 Cross Country 5dr estate £46,105–£50,595 ★★★★☆

Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	248	112	6.9	35.8	180
2.0 B4D	197	112	8.2	47.9	155

S90 4dr saloon £63,075–£67,825 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £44,725–£68,525 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.2	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.9	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

V90 Cross Country 5dr estate £53,590–£59,860 ★★★★☆

Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P AWD	250	140	7.4	32.5	196
2.0 B6P AWD	310	140	6.3	32.5	196
2.0 B5D AWD	228	140	7.5	40.9	181

XC40 5dr SUV £26,515–£51,600 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T2	126	112	10.9	40.4	158
1.5 T3	160	112	9.3-9.6	38.7-40.4	158-166
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B4P	197	112	8.4	36.7-39.2	162-176
2.0 B5P	246	112	6.9	36.7	174-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £47,100–£61,950 ★★★½☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,460–£67,780 ★★★½☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,990–£81,925 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.8	217	28-76
2.0 B5D	232	112	7.6	41.5	178

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆

Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Sigma	135	na	na	na	na
1.6 Sigma	155	na	na	na	na
2.0 Duratec	200	na	na	na	na
2.0 Ecoboost	252	na	na	na	na

Mega 2dr coupé £16,950 ★★★½☆

Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 VTEC S2000	240	na	na	na	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

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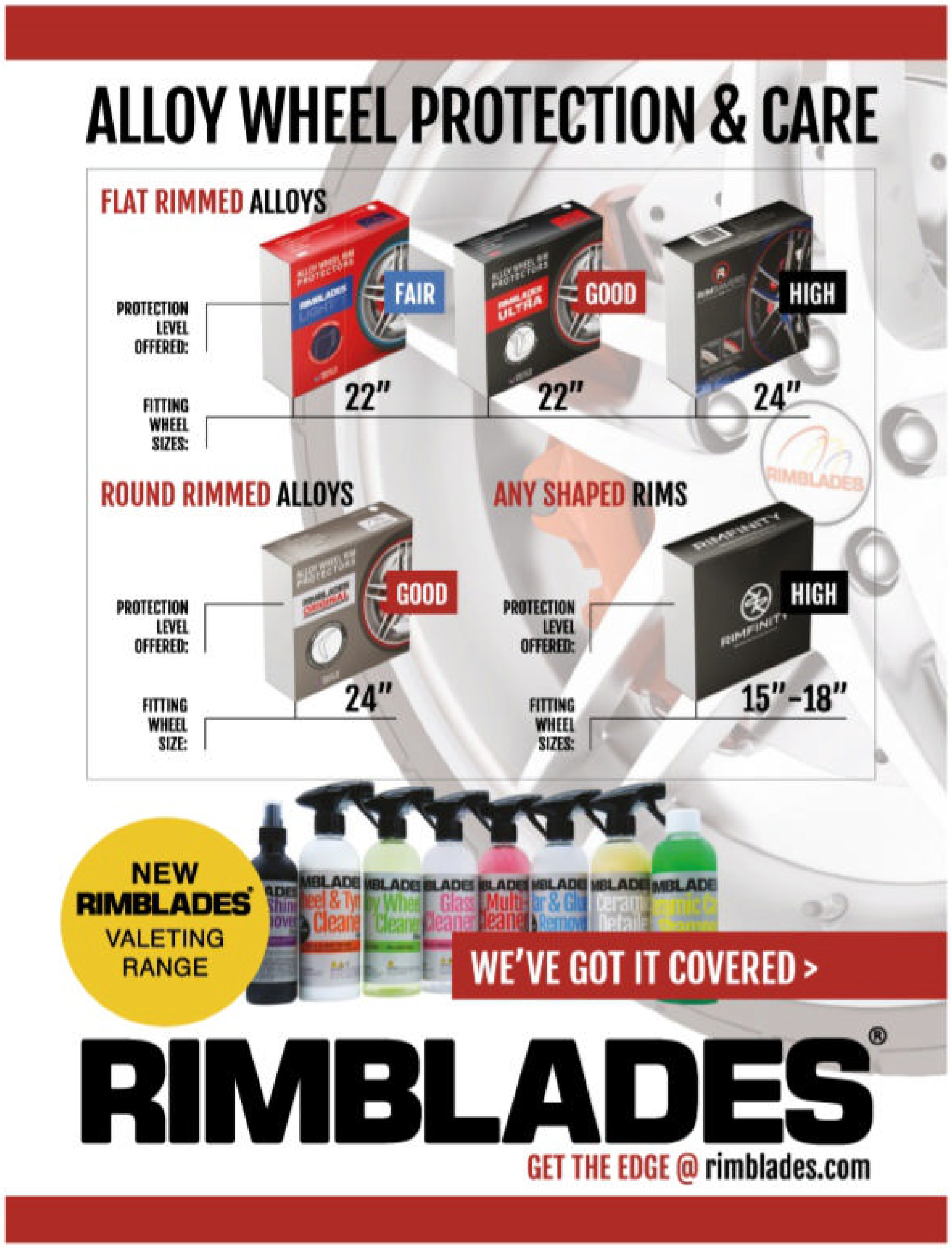

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ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and we also weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ALFA ROMEO

Giulia Quadrifoglio ★★★★½	29.3.17
Stelvio 2.2D 210 Milano ★★★½☆	3.1.18
Quadrifoglio ★★★★☆	9.1.19

ALPINA

B3 Touring ★★★★★	4.11.20
B8 Gran Coupé ★★★★☆	22.9.21

ALPINE

A110 Premiere Edition ★★★★★	16.5.18
Légende GT ★★★★½	9.3.22

ARIEL

Atom 4 ★★★★★	9.10.19
Nomad ★★★★★	24.6.15

ASTON MARTIN

Vantage V8 ★★★★½	23.5.18
F1 Edition Coupé ★★★★☆	1.9.21
DBS Superleggera ★★★★★	21.11.18
DBX ★★★★½	28.10.20
707 ★★★★☆	30.11.22

AUDI

A1 Sportback 35 TFSI S line ★★★½☆	2.10.19
A3 Sportback S3 ★★★½☆	18.11.20
A4 S4 TDI ★★★★☆	18.9.19
RS4 Avant ★★★★☆	14.2.18
A5 S5 ★★★½☆	11.1.17
A5 Sportback 2.0 TFSI S line ★★★½☆	8.3.17
A6 40 TDI S line Avant ★★★★☆	14.11.18
50 TFSIe S Line Quattro ★★★★☆	5.1.22
RS6 Avant Carbon Black ★★★★☆	11.3.20
A7 Sportback 50 TDI Sport ★★★½☆	11.7.18
A8 L 60 TFSIe Sport Quattro ★★★½☆	17.6.20
TT RS ★★★★☆	7.12.16
E-tron 55 Quattro ★★★★½	26.6.19
S Quattro ★★★½☆	2.6.21
Q2 SQ2 Quattro ★★★★☆	20.3.19
Q4 E-tron 40 Sport ★★★½☆	7.7.21
Q5 2.0 TDI S line ★★★★☆	15.3.17
SQ5 Quattro ★★★½☆	21.6.17
SQ5 Sportback TDI Quattro ★★★½☆	3.8.22
Q8 50 TDI S Line ★★★★☆	26.9.18
R8 V10 Plus ★★★★☆	30.12.15

BENTLEY

Continental GT W12 Coupé ★★★★½	2.5.18
Speed Coupé ★★★★☆	22.12.21
Flying Spur W12 ★★★★½	15.7.20
Hybrid Mulliner ★★★★½	17.8.22
Bentayga W12 ★★★★½	18.5.16

BMW

1 Series 118i M Sport ★★★★☆	30.10.19
2 Series 220i Coupé ★★★★☆	1.6.22
M2 CS M-DCT ★★★★½	19.8.20
218i Gran Coupé M Sport ★★★☆☆	8.4.20
3 Series 320d M Sport ★★★★★	15.5.19
330d xDrive M Sport ★★★★½	15.1.20
330e M Sport ★★★★½	1.7.20
4 Series M440i xDrive ★★★★☆	6.1.21
M4 Competition ★★★★½	21.4.21
M4 CSL ★★★★☆	16.11.22
5 Series 520d M Sport ★★★★½	31.5.17
545e M Sport ★★★★☆	20.10.21
M5 ★★★★½	18.4.18
M5 CS ★★★★★	14.7.21
6 Series GT 630d xDrive ★★★½☆	18.11.17
7 Series i7 xDrive60 ★★★★½	15.2.23
8 Series 840d xDrive ★★★½☆	16.1.19
M8 Competition Convertible ★★★½☆	5.2.20
M8 Competition Coupé ★★★½☆	3.6.20
i3 1.3S Range Extender ★★★★☆	21.2.18
i4 M50 ★★★★☆	19.1.22
iX xDrive50 M Sport ★★★★½	2.3.22
X1 xDrive23i M Sport ★★★½☆	25.1.23
X2 M35i ★★★½☆	25.9.19
X3 xDrive20d M Sport ★★★★☆	17.1.18
X4 M Competition ★★★☆☆	13.11.19
X5 xDrive30d M Sport ★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce ★★★★☆	9.9.20

CATERHAM

Seven 420 Cup ★★★★½	31.8.22

CHEVROLET

Corvette LT3 Coupé ★★★★☆	22.6.22

CITROEN

Ami Colour ★★½☆☆	11.1.23
C3 Aircross Puretech 110 ★★★½☆	7.3.18
C4 Puretech 130 Auto ★★★☆☆	26.5.21
C5 X Puretech 180 ★★★★☆	28.9.22
C5 Aircross BlueHDi 180 ★★★½☆	13.2.19

CUPRA

Born 204 58kWh V3 ★★★½☆	6.7.22
Leon 310 VZ3 Estate ★★★★☆	8.9.21
2.0 TSI 245 VZ2 Hatch ★★★★☆	27.7.22
Ateca 2.0 TSI 4Drive ★★★½☆	23.1.19
Formentor 2.0 TSI VZ2 ★★★★½	3.2.21

DACIA

Sandero Stepway TCe 90 ★★★★☆	28.4.21
Duster SCe 115 Comfort ★★★★☆	22.8.18
Jogger 1.0 TCe 110 Comfort ★★★★½	20.4.22

DALLARA

Stradale ★★★★½	16.10.19

DS

3 Crossback Puretech 155 ★★★☆☆	10.7.19
4 E-Tense 225 ★★★½☆	29.6.22
7 Crossback Puretech 225 ★★★½☆	19.9.18
9 E-Tense 225 ★★★½☆	2.2.22

FERRARI

488 Pista ★★★★½	7.8.19
296 GTB ★★★★★	21.12.22
812 Superfast ★★★★☆	25.7.18
SF90 Stradale ★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair ★★★★½	17.4.13
500 Abarth 595 ★★★★☆	26.2.14
Icon 42kWh ★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost ★★★★☆	9.8.17
ST-3 1.5 T Ecoboost ★★★★½	15.8.18
Focus 1.5 Ecoboost 182 ★★★★½	20.2.19
ST ★★★★☆	11.9.19
Mustang 5.0 V8 GT F'back ★★★★☆	24.2.16
Bullitt ★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD ★★★★☆	23.6.21
GT AWD ★★★☆☆	27.4.22
Puma 1.0T 125 MHEV ★★★★½	25.3.20
ST ★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line ★★★½☆	24.6.20
Ranger Raptor ★★★★☆	28.8.19

GENESIS

GV60 Sport Plus ★★★★☆	24.8.22
G70 2.2 CRDi Luxury Line ★★★½☆	10.11.21
Electrified G80 ★★★½☆	12.10.22
GV80 3.0D Luxury 5-Seater ★★★½☆	15.9.21

HONDA

E Advance ★★★½☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX ★★★½☆	7.10.20
Civic 1.5 i-VTEC Turbo ★★★★☆	19.4.17
2.0 Type R GT ★★★★½	25.10.17
Clarity FCV ★★★★☆	12.7.17
HR-V e:HEV ★★★½☆	24.11.21
CR-V 1.5T EX CVT AWD ★★★½☆	7.11.18

HYUNDAI

i10 1.2 MPi Premium ★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V ★★★½☆	24.2.21
N ★★★★½	25.8.21
i30 N ★★★½☆	27.12.17
1.4 Premium SE ★★★½☆	13.9.17
Kona Electric 64kWh ★★★★☆	31.10.18
Santa Fe 2.2 CRDi ★★★½☆	6.3.19
Tucson 1.6 T-GDi Hybrid ★★★★☆	17.3.21
Nexo ★★★½☆	12.6.19

JAGUAR

F-Type V8 S Convertible ★★★★☆	12.6.13
2.0 R-Dynamic Coupé ★★★★☆	22.11.17
P575 R AWD Coupé ★★★★☆	29.4.20
XF 2.0 R-Sport ★★★★½	2.12.15
300 R-S Sportbrake ★★★½☆	17.4.19
XE 2.0 R-Sport ★★★★½	1.7.15
E-Pace D180 AWD SE ★★★½☆	11.4.18
F-Pace 2.0d AWD ★★★★☆	11.5.16
P400e R-Dynamic HSE ★★★★☆	1.12.21
SVR ★★★★½	24.7.19
I-Pace EV400 S ★★★★½	12.9.18

JEEP

Compass 2.0 M'jet 4x4 L'd ★★★☆☆	3.10.18
4xe S ★★★☆☆	16.2.22
Renegade 4xe Trailhawk ★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd ★★★★☆	10.4.19

KIA

Rio 1.0 T-GDI 3 Eco ★★★½☆	1.3.17
Ceed 1.6 CRDi 115 2 ★★★½☆	29.8.18
Proceed 1.4 T-GDi ★★★½☆	27.2.19
Xceed 1.4 T-GDi ★★★½☆	20.11.19
Niro EV 3 ★★★★☆	7.9.22
EV6 77.4kWh GT-Line RWD ★★★★½	12.1.22
Sportage 1.6 HEV 2WD ★★★½☆	15.6.22
Sorento 1.6 HEV G-TDi 2 ★★★½☆	20.1.21

LAMBORGHINI

Huracán Performante ★★★★½	11.10.17
Evo RWD Coupé ★★★★½	20.5.20
Aventador SVJ ★★★★☆	19.6.19
Urus ★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X ★★★★½	13.5.20
Discovery Sport D180 AWD ★★★★☆	8.1.20
Range Rover Evoque P300e ★★★★½	10.2.21
Range Rover Velar D240 ★★★½☆	30.8.17
Range Rover Sport D300 ★★★★½	2.11.22
SVR ★★★★★	15.4.15
Range Rover D350 HSE ★★★★½	13.7.22

LEXUS

LC 500 Sport+ ★★★★☆	18.10.17
NX 350h Prem'm Plus Pack ★★★★☆	16.3.22
RC F ★★★☆☆	18.2.15
ES 300h Takumi ★★★½☆	6.2.19
LS 500h Premier AWD ★★★☆☆	6.6.18

LOTUS

Elise Cup 250 ★★★½☆	29.6.16
Exige Sport 390 Final Edit'n ★★★★½	21.7.21

MASERATI

Ghibli Diesel ★★★½☆	12.3.14
Quattroporte Trofeo ★★☆☆☆	4.8.21
Levante S Granlusso ★★★½☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE ★★★★☆	22.4.15
3 2.0 Skyactiv-X ★★★★☆	6.11.19
MX-5 1.5 SE-L Nav ★★★★½	2.9.15
MX-30 145PS ★★★½☆	10.3.21
CX-5 2.2D Sport Nav ★★★★☆	28.6.17

McLAREN

Artura ★★★★½	19.10.22
600LT Spider 3.8 V8 ★★★★½	22.5.19
620R 3.8 V8 ★★★★☆	23.12.20
GT 4.0 V8 ★★★½☆	27.1.21
720S 4.0 V8 ★★★★★	24.5.17
Senna 4.0 V8 ★★★★★	10.10.18
P1 ★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus ★★★★½	4.3.20
C-Class C63 S Coupé ★★★★½	24.4.19
CLS 53 4Matic+ ★★★★☆	17.10.18
EQS 53 4Matic+ ★★★★☆	8.6.22
GT R ★★★★½	10.5.17
GT 4-Door Coupé 63 4Matic+ ★★★★½	13.3.19
SLC 43 ★★★½☆	6.7.16
GLC 63 S 4Matic+ ★★★½☆	13.6.18
GLE 53 4Matic+ ★★★½☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport ★★★★☆	4.7.18
A250e AMG Line Premium ★★★☆☆	5.8.20
B-Class B180 Sport ★★★★☆	3.4.19
CLA 250 ★★★☆☆	21.8.19
C-Class C300e AMG Line ★★★★½	4.5.22
E-Class E400 Coupé ★★★★☆	14.6.17
E300 Cabriolet ★★★½☆	6.10.21
S-Class S580e L ★★★★½	6.4.22
EQA 250 ★★★☆☆	17.11.21
EQB 300 4Matic ★★★½☆	18.5.22
EQE 350+ ★★★½☆	4.1.23
GLB 220d 4Matic ★★★½☆	16.9.20
GLC 250d ★★★★☆	10.2.16
G-Class G350d AMG Line ★★★★☆	17.7.19
GLS 400d ★★★½☆	12.2.20
X-Class X250d 4Matic ★★★½☆	20.6.18

MG

3 1.5 3Form Sport ★★★½☆	25.12.13
5 SW EV Exclusive ★★★½☆	25.11.20
ZS EV Exclusive ★★★☆☆	4.12.19

MINI

Mini Cooper S ★★★★½	2.4.14
Cooper S Works 210 ★★★★½	6.12.17
Clubman Cooper D ★★★½☆	25.11.15
Convertible Cooper S Sport Automatic ★★★★☆	19.5.21
Countryman Cooper D ★★★½☆	22.2.17
Plug-in Hybrid ★★★½☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 2WD ★★★☆☆	14.3.18
Outlander PHEV GX4hs ★★★½☆	16.4.14

MORGAN

Plus Four ★★★½☆	12.8.20
Super 3 ★★★★½	9.11.22

NISSAN

Micra 0.9 N-Connecta ★★★★☆	26.4.17
DIG-T 117 N-Sport ★★★☆☆	27.3.19
Juke 1.0 DIG-T 117 ★★★½☆	29.1.20
Qashqai 1.3 DIG-T 158 ★★★★☆	28.7.21
Ariya 87kWh Evolve ★★★½☆	26.10.22
GT-R Recaro ★★★★½	16.11.16

ORA

Funky Cat 48kWh First Ed'n ★★½☆☆	1.2.23

PEUGEOT

208 e-208 Allure Premium ★★★★☆	6.5.20
308 1.2T Puretech 130 GT ★★★★☆	25.5.22
508 GT BlueHDi 180 ★★★★☆	24.10.18
Hybrid 225 Allure SW ★★★★☆	8.7.20
PSE Hybrid4 SW ★★★★☆	5.5.21
2008 e-2008 GT Line ★★★½☆	30.9.20
3008 1.6 BlueHDi GT Line ★★★½☆	18.1.17
5008 2.0 BlueHDi GT Line ★★★½☆	1.11.17

POLESTAR

1 ★★★★☆	21.10.20

PORSCHE

718 Boxster ★★★★½	8.6.16
Spyder ★★★★½	1.4.20
Cayman S ★★★★½	10.8.16
Cayman GTS ★★★★½	9.5.18
Cayman GT4 RS ★★★★★	14.9.22
911 GT2 RS ★★★★☆	18.7.18
Carrera S ★★★★½	29.5.19
GT3 PDK ★★★★½	11.8.21
Turbo S ★★★★½	10.8.22
Cayenne Turbo ★★★★☆	5.9.18
Turbo S E-Hybrid ★★★½☆	27.5.20
Turbo GT ★★★★☆	20.7.22
Taycan Turbo S ★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic ★★★★½	27.11.19
Mégane E-Tech Electric ★★★½☆	23.11.22
Kadjar dCi 115 Dyn. S Nav ★★★★☆	21.10.15
Arkana E-Tech Hybrid 145 ★★★½☆	13.10.21
Captur 1.3 TCe 130 EDC ★★★½☆	18.3.20

ROLLS-ROYCE

Phantom ★★★★★	4.4.18
Ghost ★★★★½	13.1.21
Wraith ★★★★½	21.5.14
Dawn ★★★★☆	1.6.16
Cullinan Black Badge ★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI ★★★★½	19.7.17
Leon eHybrid FR ★★★½☆	2.12.20
Arona SE Technology 1.0 TSI ★★★★☆	15.11.17
Ateca 1.6 TDI SE ★★★★½	19.10.16

SMART

Forfour Electric Drive ★★½☆☆	23.8.17

SKODA

Fabia 1.0 TSI 95PS ★★★★½	9.2.22
Scala 1.5 TSI 150 DSG ★★★½☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate ★★★★☆	2.9.20
2.0 TDI vRS ★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L ★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout ★★★½☆	30.1.19
Enyaq iV 80 ★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition ★★★★☆	23.11.16
2.0 TSI 245PS vRS 4x4 ★★★½☆	23.2.22

SSANGYONG

Tivoli XLV ELX auto ★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic ★★★☆☆	28.2.18

SUZUKI

Swift 1.0 SZ5 ★★★½☆	17.5.17
Across 2.5 PHEV E-Four CVT ★★★★½	7.4.21

TESLA

Model 3 Standard Range Plus ★★★★☆	4.9.19
Model S P90D ★★★★½	20.4.16
Model Y Long Range AWD ★★★★☆	23.3.22
Model X 90D ★★★★☆	15.2.17

TOYOTA

Aygo X Limited Edition ★★★½☆	11.5.22
Yaris 1.5 Hybrid Design ★★★★☆	23.9.20
GR Yaris Circuit Pack ★★★★★	3.3.21
Corolla 2.0 Hybrid ST ★★★★☆	5.6.19
GT86 2.0 manual ★★★★★	4.7.12
Mirai Design Premium ★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid ★★★★☆	4.1.17
bZ4X AWD Vision ★★★½☆	18.1.23
GR Supra Pro ★★★★☆	14.8.19

VAUXHALL

Corsa 1.2T 100 auto ★★★½☆	22.1.20
Crossland X 1.2T 130 Elite ★★★☆☆	7.6.17
Astra 1.2T 130 GS Line ★★★½☆	5.10.22
Combo Life 1.5 TD 100 Energy ★★★½☆	27.12.18
Insignia Sports Tourer 2.0 Biturbo D GSI ★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto ★★★½☆	12.5.21
Grandland X Hybrid4 ★★★☆☆	22.4.20
VXR8 GTS-R ★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115 ★★★★☆	21.3.18
Polo 1.0 TSI 95 SE ★★★★½	31.1.18
GTI ★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG ★★★★½	22.7.20
R ★★★★☆	14.4.21
ID 3 Pro Performance Life ★★★★☆	31.3.21
ID 4 GTX Max ★★★½☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion ★★★★½	24.1.18
Cabriolet 1.5 TSI Evo DSG ★★½☆☆	10.6.20
Arteon 2.0 BiTDI 240 ★★★½☆	27.9.17
eHybrid Shooting Brake ★★★½☆	9.6.21
Passat 2.0 TDI 190 GT ★★★★☆	4.2.15
GTE ★★★★☆	7.9.16
Touran 2.0 TDI 150 SE ★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE ★★★★½	22.6.16
Caravelle 2.0 BiTDI Exec. ★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech ★★★½☆	8.8.18
ID Buzz SWB 77kWh ★★★★☆	8.2.23
Grand California 600 ★★★½☆	2.1.20
Transporter Kombi SWB ★★★☆☆	30.3.22

VOLVO

C40 Recharge Twin Ult'ate ★★★½☆	13.4.22
XC40 D4 First Edition AWD ★★★★½	7.2.18
S60 T8 Polestar En'd ★★★½☆	24.12.19
V60 T6 Recharge ★★★★½	21.9.22
XC60 D4 R-Design AWD ★★★½☆	5.7.17
S90 D4 Momentum ★★★★☆	13.7.16
V90 T6 Recharge R-Design ★★★★½	11.11.20
XC90 D5 Momentum ★★★★☆	17.6.15

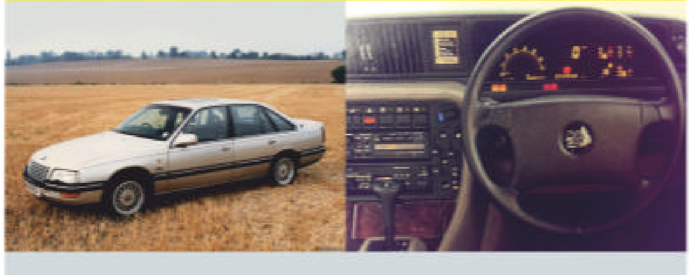
WESTFIELD

Sport 250 ★★★★☆	29.11.17

ZENOS

E10 S ★★★★½	7.10.15

GREATEST ROAD TESTS OF ALL TIME



VAUXHALL SENATOR 3.0i 24v

TESTED 5.9.90

For a meagre premium, an extra 12 valves transformed the 3.0 Senator from exec also-ran to genuine BMW and Merc rival.

The 24-valve 3.0-litre straight six from the Carlton GSi split the new Senator's inlet manifold in two up to 4000rpm and combined it thereafter for both healthy low-down torque and knockout high-end punch. Its BMW 530i-beating 204bhp was sent to the rear wheels and an LSD was an optional extra.

The 31bhp and 22lb ft jump over the £1250-cheaper – but thirstier – 12-valve Senator 3.0i made little difference from 0-80mph. The new car stretched its legs thereafter, though, and was far quicker for in-gear sprints. Revised software allowed silky shifts from the electronic three-mode, four-speed automatic transmission.

The Senator's first-class chassis was only improved by the three-mode electronic dampers. In Sport, they reined in roll and allowed the 205mm-wide Uniroyals to deliver impressive grip levels, while Comfort mode gave a beautifully cosseted ride.

Big leather seats, ample space for five, a big boot and good kit levels impressed inside, but the dashboard design and switchgear were dated and ugly.

FOR Engine, chassis, excellent room and equipment

AGAINST Ugly dashboard, uncommunicative steering

FACTFILE

Price £25,400 **Engine** 6 cyls in line, 2926cc, petrol **Power** 204bhp at 6000rpm **Torque** 199lb ft at 3600rpm **0-60mph** 9.1sec **0-100mph** 22.7sec **Standing quarter mile** 17.0sec, 87mph **Top speed** 139mph **Economy** 21.4mpg

WHAT HAPPENED NEXT?

The Senator stayed on sale until early 1994 and over 33,000 were built. The 24-valve range-topper was also available in manual form, although most buyers chose the auto. The Senator was replaced by the Omega, which instead used V6 engines for its most powerful variants. Fewer than 50 Senator 24-valve cars remain on UK roads today.

SLIDESHOW

The world's fastest four-door cars

Most of the world's swiftest machines have only two doors, because that's generally the thing with sports cars. So driving a car that can hit a huge top speed while looking like it should be ferrying the family about holds a lot of appeal. Whether it's a subtle Q-car saloon or something a bit more overt, fast four-doors are something to savour. Here's our pick of the world's fastest.
ALISDAIR SUTTIE

BRABUS ROCKET 800

Brabus Rocket 800 230mph

Brabus's reputation for going that bit further than other tuning firms was cemented with the Rocket 800. Unveiled at Frankfurt in 2011, the Mercedes CLS 63 AMG-based Rocket ditched the V8 for a 788bhp 6.2-litre twin-turbocharged V12. With upgrades to the brakes, suspension and aerodynamics, the Rocket 800 has a maximum speed of 230mph, although it was electronically limited to a more sedate 217mph. Even in this gelded state, that still makes the Rocket 800 the fastest four-door saloon in the world to date. Only eight examples of this model were ever built by Brabus, however, so it's also one of the rarest cars in the world. If you're tempted, there's one up for sale right now for a mere £150,000.

Bentley Flying Spur Mulliner 207mph

This is the fastest four-door Bentley has yet built, and it manages this feat with the same 626bhp twin-turbo W12 as the Flying Spur W12 S below. The Mulliner, however, has improved aerodynamics, so it can better overcome the huge drag forces generated at such velocities. Bentley also offers V8 and hybrid versions of the Mulliner, but you'll have to wheeze along at just 198mph and 177mph respectively in that pair of also-rans.

Aston Martin Rapide AMR 205mph

The AMR was Aston's final fling with the Rapide and its naturally aspirated V12. With more power than any other Rapide, at 595bhp, this race-inspired model also offered a top speed of 205mph and 0-62mph in 4.2sec. Sitting 10mm lower than the Rapide S and with reworked springs and dampers, the AMR is an altogether more engaging car to drive despite its saloon dimensions and near-two-tonne weight.

Alpina B5 205mph

If the BMW M5 CS's electronically governed 189mph just isn't enough for you, then Alpina has the answer in its 205mph B5. It also uses a twin-turbo 4.4-litre V8, which makes slightly less power than the M5's, at 621bhp. However, Alpina uses all of the available horsepower to reach that impressive top speed and hit 0-62mph in 3.4sec. Alpina also offers the car in estate form, but that will do 'only' 200mph on the way to the tip.

Maserati Ghibli Trofeo 203mph

Following the time-honoured formula of sticking your biggest engine into your most compact car, Maserati has come up with the Ghibli Trofeo. It uses the Ferrari-designed 3.8-litre twin-turbocharged V8 also found in the Quattroporte Gransport GTS but with the power turned up to 572bhp. In the smaller, lighter Ghibli, this means a 203mph top speed and 0-62mph in 4.3sec, making it a true BMW M5 rival.

Dodge Charger Hellcat Redeye 203mph

Dodge says its Charger Hellcat Redeye is the world's most powerful mass-production four-door. It has a 797bhp 6.2-litre supercharged V8, or 807bhp with the boldly named Jailbreak pack. As the last of the company's petrol-only performance models, all Charger Hellcats have a 'Last Call' plaque under the bonnet. A 0-60mph time of 3.5sec and standing quarter time of 11.5sec complement the 203mph top speed.

Bentley Flying Spur W12 S 202mph

Romping along at 202mph will rarely feel as easy or hushed as it does in the Flying Spur W12 S. This ultimate version of the first-gen Flying Spur saloon comes with a 626bhp version of the twin-turbo W12. The 6.0-litre Bentley sends 60% of its power to the rear wheels, which helps it from 0-60mph in 4.2sec. From the outside, the only obvious clue is gloss black trim instead of chrome, but you'll struggle to spot this beyond 200mph.

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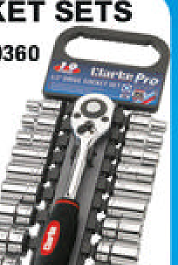

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